

Submarine Thule involved in collision off Portland

DAMAGED CASING— NO CASUALTIES

H.M. Submarine Thule received extensive damage to her casing and upper works when in collision with the Royal Fleet Auxiliary **Black Ranger**, whilst exercising off Portland Bill on Friday, November 18.

No one was injured either in Thule or in Black Ranger, but Thule's snort was carried away, the periscope was bent and the casing was stove in. The strong pressure hull was undamaged.

It was announced from Admiralty: "H.M. Submarine Thule, taking part in an anti-submarine exercise south of Portland Bill, was involved in a collision with the Royal Fleet Auxiliary Black Ranger and has returned to Portland Harbour."

"Thule, commanded by Lieut. A. E. Thomson, R.N., has received damage to her upper works but there are no casualties. Black Ranger is apparently undamaged."

"H.M.S. Thule was submerged at periscope depth at the time of the collision."

Thule returned to Portsmouth, on the surface, on Saturday, November 19.

An inquiry into the collision took place at Portsmouth last week.

H.M.S. Thule belongs to the Fifth Submarine Squadron based at Portsmouth, but had been detached for duties at Portland since October. She is one of the "T" class submarines and was built at H.M. Dockyard, Devonport, between September, 1941, and May, 1944. She has a standard displacement of 1,090 tons and carries a crew of 59.

Black Ranger, an oiler, was built by Harland and Wolff Ltd. (Govan), Glasgow, and was launched in 1940. She is 3,300 tons gross (approx.).

H.M.S. Thule has now gone to Devonport where the necessary repairs will be effected.



Thule as she arrived at Portsmouth on November 19. (Photograph: Portsmouth & Sunderland Newspapers Ltd., Portsmouth)

LARGEST U.S. SUBMARINE LAUNCHED

THE first of a new class of fleet ballistic missile submarines, larger than the George Washington which is now on patrol armed with Polaris missiles, was launched in Groton, Connecticut, last month.

She is the Elhan Allen, of 6,900 tons—about 1,400 tons heavier than the George Washington. This class will carry the new A-2 Polaris missiles with a range of 1,725 miles.

Other submarines of this class are the Thomas A. Edison, the Sam Houston and the John Marshall—all named after men famous in American history.

H.M.S. Leopard and helicopters rescue thirty

H.M.S. Leopard and helicopters of 719 Squadron from the R.N. Air Station, Eglinton, worked in very adverse weather conditions to rescue nearly 30 members of the crew of the Greek cargo ship Argo Delos which went aground off the Donegal coast on October 22.

Although the Master was taken off he insisted upon returning to his ship and there he stayed until on October 25 a helicopter delivered a note from the owners instructing him to leave his ship.

Salvage experts rate the ship a total loss.

THE
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CIGARETTE
OF THE DAY

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VIRGINIA TOBACCO AT ITS BEST

'SURVIVAL' TRIALS BY NAVY MEN

NEARLY 150 officers and ratings of the Royal Navy have been taking part in "survival at sea" trials in Portland harbour, in which a variety of survival rafts were being tested as a preliminary to mid-ocean trials to be held by the Navy next February in the North Atlantic.

The trials are being carried out under the directions of the Admiralty and Medical Research Council and are to test new commercial equipment for saving life at sea.

The volunteers "abandoned" ship (H.M.S. Plover) and swam to anchored rafts where they spent up to 48 hours.

During their time in the rafts the volunteers—officers and men and civilian scientists—had only a little water and small packets of glucose sweets. One young rating stated "I was never particularly fond of drinking water and as for... sweets, I never want another as long as I live." This man also said that he suffered no ill effects but that he had never known time to go so slowly.

(Continued at foot of next column)

Rating started fire in Puma NO GRUDGE

AT a naval court martial at Cape Town on November 25, James Sorley, a young rating of H.M.S. Puma, was charged with starting a fire in the ship on October 8.

He was found guilty but insane. A Cape Town psychiatrist who examined him said he believed Sorley had been suffering from epilepsy and Sorley, who put in a plea which was regarded by the court as not guilty, said he had suffered from blackouts and dizzy spells.

Det. Supt. R. Beckett, of H.M. Dockyard, Portsmouth, C.I.D., who was flown out to investigate the mystery of the fire said that Sorley made a statement: "It has been worrying me. I have

(Continued from previous column)

Next February a "free drift" test will take place. Men will go overboard from H.M.S. Carron and will attempt to stay in the rafts for five days, being under close medical supervision while the ship remains within communication distance.

decided to get the matter cleared up." In evidence Sorley stated that after the fire, which he had helped to fight, he felt that he had done something wrong and he remembered that he had been in the stabiliser room in which the fire took place. He said that he was happy in the Service and had no grudge against anyone in the ship.

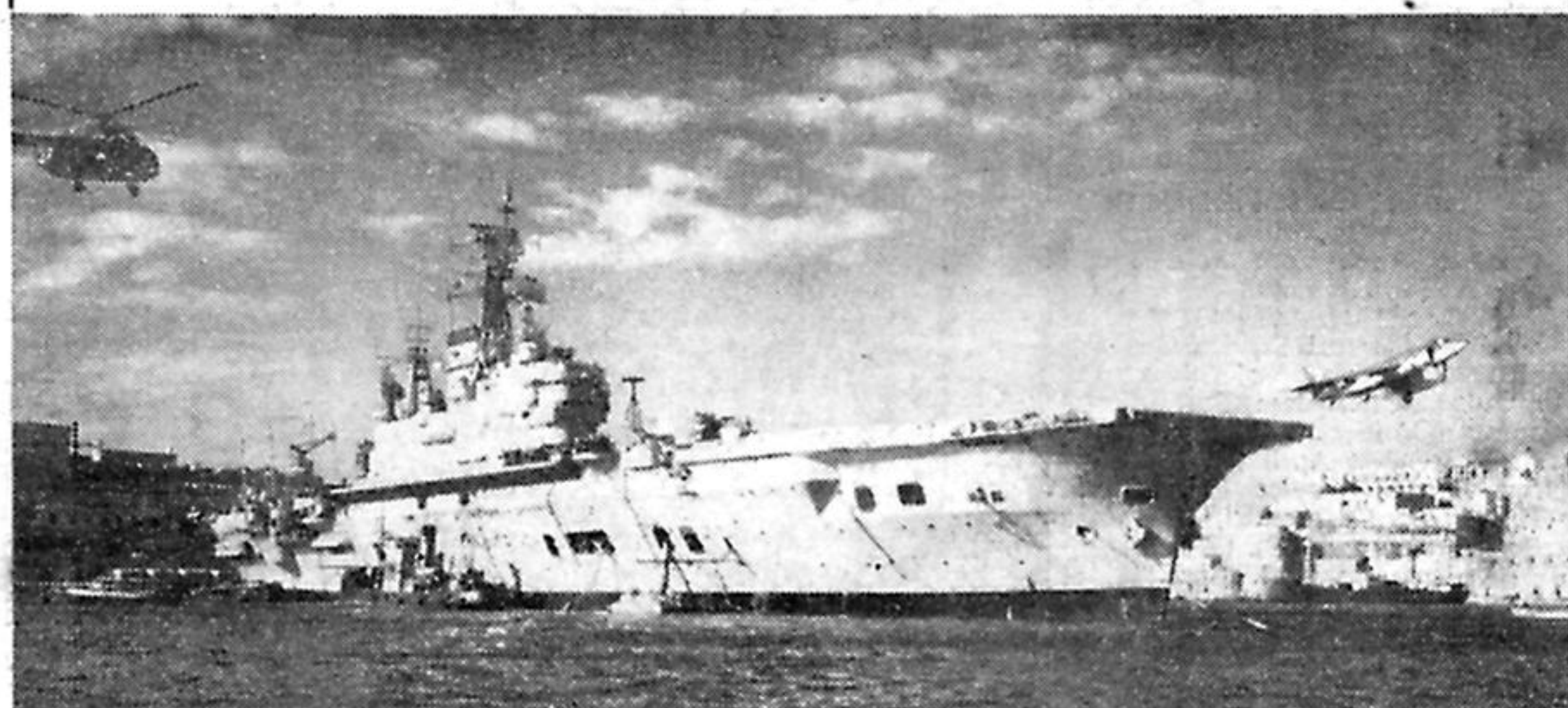
EXCELLENT RAISES £200 FOR K.G.V. FUND

THE Portsmouth committee of the King George's Fund for Sailors asked all establishments this year to see what they could do to raise money for the Fund.

Thanks to the generosity of the Welfare Committee, the Wardroom Mess Committee, and the local tradesmen, the sum of £200 was raised. All on the Island were "roped in" to help.

The cheque for £200 was presented to Rear-Admiral Teale, the Chief of Staff (Administration) on the staff of the Commander-in-Chief, Portsmouth, after he had inspected ceremonial Divisions on November 25.

A STANDING START



A Scimitar is launched from H.M.S. Ark Royal whilst the carrier is at a buoy in Grand Harbour. It was the first time a Scimitar had been launched from a ship in harbour. To the left of the picture can be seen a rescue helicopter

Navy News

EDITOR

Lieut (S) H. R. Berridge, R.N.(Retd.).
Royal Naval Barracks, Portsmouth
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EDITORIAL

IT is a good thing, at the end of a year, to look back and review the past months and, in doing so in respect of the Navy, we find that the year has been one of change and progress and also a year of hard work and—in many quarters—regret.

We have seen the launch of the Dreadnought, Britain's hunter-killer submarine, the launch of the Devonshire, our first guided-missile destroyer, the commissioning of the Lion, the commissioning of the Bulwark as a Commando carrier, the commissioning of Hartland Point as an escort maintenance vessel. In addition new frigates and submarines have joined the Fleet and others have been laid down and launched. All of them are capable, modern ships with tremendous hitting powers, endurance and at the same time, ships where every possible way of achieving comfort for the crew has been taken.

There was a pay rise, and new accommodation blocks have been built. The W.R.N.S. attained "manhood" with their 21st anniversary. Exercises with Commonwealth countries and allies have taken place in all the oceans of the world and the Royal Navy has been on the spot wherever help was required. Not perhaps so quickly or in such quantities as in pre-war days, but those who needed our help have appreciated what we have been able to do as, for example, during the Agadir earthquake and the cyclones in Mauritius.

Of course, there is another side to the picture, a side which brings regret. The departure to the breakers of ships in which many have served, inevitable no doubt, but none the less regretted. The relinquishment of his appointment as First Sea Lord and subsequent death of Admiral of the Fleet Sir Charles Lambe. Then there was the closing down of Sheerness Yard. A case or two of sabotage—thoughtless acts of wanton destruction—made headlines.

These and many, many other things will crowd our thoughts if only we look back these few months.

And so on to 1961. The First Sea Lord, Admiral Sir Caspar John referred to "a new exciting Navy" in a speech not long ago. Indeed we live in an exciting age and who knows what may happen in 1961. Progress there will be, no doubt, but the age-old job of the Royal Navy, that of being on the spot when it is wanted, will remain its objective.

Role of the modern sub. WHERE DREADNOUGHT FITS IN

THE confusion in the public mind over matters of national defence has perhaps been never more complete than it is today and in particular in respect of the role of the modern submarine. This is not surprising when one remembers the welter of conflicting opinion, mostly emotional and ill-informed, with which the man in the street has been bombarded during the past few months. A national newspaper in a leading article recently described the contribution of Dreadnought to Britain's defences as being "almost nil. We might as well launch a floating, peashooter." An opinion arrived at, apparently, because she is not to be armed with missiles.

It is essential at the outset, if we are to get our thinking right, to understand the parts played in Western Defence by "the deterrent" and by "conventional naval forces." If we lose sight of the essential differences between these we are not only in the wood, but the wood can't be seen for the trees. In the global war concept they are as different as marriage and divorce—the one is only of use if the other fails.

MOBILE ROCKET SITES

Submarines armed with ballistic missiles, such as those now going into operational service with U.S. Navy, are in effect nothing more than mobile rocket sites permanently submerged. In the vast oceans of the world they are as difficult to find as a needle in a haystack. They are virtually invulnerable. For an enemy, who has little or no hope of locating and destroying them, they are the long arm of catastrophic retribution—certain retaliation from a multitude of possible directions. This should be sufficient to deter any would-be aggressor; should they ever be forced to loose off their weapons they will have failed in their primary role.

Hunter-killer submarines such as Dreadnought, on the other hand, form part of our "conventional naval forces." Should the deterrent fail to deter, there is little doubt that the enemy will hurl his large submarine fleet against our shipping—to deny us the freedom of the seas and so to starve us of essential materials and reduce our will and ability to resist. To meet this threat Britain, in concert with her N.A.T.O. allies, is building a powerful modern anti-submarine force—an integral part of our conventional naval forces.

IMPROVED A/S CAPABILITY

In recent years new equipment and techniques, the introduction of the helicopter and hunter-killer submarine, have so improved the anti-submarine capability of the Fleet that we now hope to detect and deal with the conventional submarine before it can get to grips with its target.

The advent of the nuclear attack

submarine, capable not only of remaining continuously submerged but of exceeding the speed of its target, makes it vital for the defence to match this increased performance. Dreadnought, and nuclear hunter-killer submarines like her, provide the answer.

Nuclear attack submarines, however, will not enjoy the same degree of invulnerability as the missile carriers. To attack they must close their target. As they do so they will be located and dealt with by the searching escorts—now to include nuclear hunter-killer submarines.

The ballistic missile submarine is a weapon of global war alone. Dreadnought, in common with other ships of the Fleet, has a vital part to play not only in the event of the breakdown of the deterrent, but in any limited war that might arise. In peacetime these conventional forces are essential if we are to fulfil our Commonwealth commitments and maintain our traditional influence in world affairs.

KEEL FOR 52nd SUBMARINE LAID AT CHATHAM

MRS. J. Y. Thompson, wife of Rear-Admiral Thompson, C.B., Admiral Superintendent of H.M. Dockyard, Chatham, performed the keel-laying ceremony for a new Oberon Class submarine at Chatham Dockyard on November 17.

It is the third in the class built at Chatham and the fifty-second submarine to be built in the dockyard on the same slip since submarines were first constructed there in 1907.

This latest addition to the Oberon Class will be named Ocelot and, like her sister ships in the class, will be capable of high under-water speeds.

Mrs. Thompson, assisted by the wives of senior dockyard officers, will lay the first prefabricated section of the boat on No. 7 Slip, from which another Oberon Class submarine, H.M.S. Onslaught, was launched only six weeks ago.

SUBMARINE COMMAND

H.M.S. Walrus, February, at Greenock for service in 3rd Submarine Squadron.

H.M.S. Oberon, February, at Chatham for service in 3rd Submarine Squadron.

GENERAL

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission, South Atlantic and South America/Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Plymouth, January 3, at Devonport for trials. Commissions May 16, for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Duchess, January 3, for General Service Commission, Med./Home (23 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Diana, January 11, for General Service Commission, Med./Home (23 months). U.K. Base Port, Devonport.

H.M.S. Battleaxe, January 17, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January 17, at Chatham for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Jaguar, January 23, at Portsmouth for General Service Commission, Home/South America and South Atlantic (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Belfast, January 30, at Singapore for Foreign Service, Far East.

H.M.S. Diamond, February 7, at Chatham for General Service Commission, Med./Home (23 months). U.K. Base Port, Portsmouth (C). (See note.)

Letters to the Editor

WE'VE GOT A HORSE

But no one knows
its significance

SIR.—"We've got a horse," but no one seems to know the significance of it. The inscription on the base reads:

Many Happy Returns
To H.M.A.S. Quickmatch from
H.M.S. Quality
14th Sept., 1945

This was the ship's third birthday, and Quality was later to become H.M.A.S. Quality, but why a horse? Any information on the thoroughbred would be greatly appreciated.

For those who remember Quickmatch, they may be interested to know that she is still going strong. Originally built as an R.N. destroyer, she was commissioned with an R.A.N. crew, and later lent to the R.A.N. At the end of the war the government donated Quickmatch and her four sister ships to the R.A.N. (Quality, Quadrant, Queenborough and Quiberon. The last two are also still in commission with the R.A.N., and Quadrant is in operational reserve.)

In the immediate post-war years Quickmatch played her part in the occupation of Japan before paying off into the reserve at Melbourne in 1949. As the shadow of war remained it was decided to convert Quickmatch and three of her sister ships into modern fast, anti-submarine frigates. The conversion of Quickmatch was completed at H.M.A. Dockyard, Williamstown, on September 23, 1955.

Since recommissioning, she has visited all capital cities of Australia, as well as many of the major ports of the Far East during her regular tours of duty as part of the Australian contribution to the Strategic Reserve.

One question remains unanswered, however: why a horse?—G. A. ATTRILL, Lieut., R.N., H.M.A.S. Quickmatch, c/o G.P.O., Sydney.

Work of trust would be missed

SIR.—It was with great interest that I read your Editorial in the November issue of NAVY NEWS and your comments on the work of the Royal Naval Benevolent Trust.

I feel as you do that sometimes there is antipathy towards the R.N.B.F. So many serving and ex-serving men treat the Trust with suspicion. Why—I fail to see.

Many times during my Service



The horse from Quality

career at Chatham we were marched to the cinema to listen to a lecture and talk on the work of the Trust. I can still hear the ribald remarks, "Swindle," and so on.

In the mess I listened to stories of poor old so-and-so who had to sell the piano, his three-piece suite and the wife's fur coat before the R.N.B.T. would make a grant.

I have found from experience that if anyone, serving or ex-serving, ever suffered this particular fate, which I doubt, they were people who were caught out trying to put one over on the R.N.B.T.

During my 12 years in the Royal Naval Association I have been Branch Welfare Officer for considerable periods besides Secretary. During these periods I took before the R.N.B.T. no fewer than 11 cases of ex-naval men requiring assistance. I did not lose one case. In every instance the R.N.B.T. made grants of up to £15, and also covered outstanding bills and provided bedding, etc., to these men.

In cases where men have not been eligible, R.N.B.T. officials have given every assistance to me, and told me to whom and where to apply.

My successor in the post of Welfare Officer has also received every help and obtained grants and assistance for needy ex-naval men.

I say now if the case is genuine it will receive every consideration and sympathy from the Trust's Committee. Those who try to swindle the Trust deserve to be treated harshly.

I and my R.N.A. branch have every faith in the work of the R.N.B.T. and say it would be a sad day for many serving and ex-serving men if this grand work were to cease.—H. C. P. COE, Hon. Secretary, Cheam and Worcester Park Branch, R.N. Association, 100 Hatfield Mead, Central Road, Morden, Surrey.

(More letters on page 3)

WEEKEND LEAVE

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All these services will take the following route for the convenience of Service Personnel: R.M. Barracks, Eastney; Royal Sailors' Home Club, Queen Street; R.N. Barracks, Unicorn Gate; Stanley Rd. for H.M.S. Excellent; R.A.O.C., Hilsa Barracks, Cokham; Hornes; Town Quay, Fareham. Also picking up at H.M.S. Ariel at cheaper rate.

N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(Note.—Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.)

H.M.S. Anzio, February 28, at Malta for Foreign Service.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission, Home/West Indies (21 months). U.K. Base Port, Portsmouth.

H.M.S. Ursa, late February, at Malta for trials.

700 Z Flight, March 6, at R.N. Air Station Lossiemouth for I.F.T.U.

H.M.S. Blake, March 7, at Clyde for Home Sea Service, Reconstructions August for General Service Commission, Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Cook, March 20, at Singapore for Foreign Service, (Far East).

H.M.S. Whirlwind, March, at Rosyth for trials.

H.M.S. Caesar, April, for Foreign Service (Far East).

H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Berwick, April 18, at Belfast for General Service Commission, Home/Med. (21 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Tiger, May, at Devonport for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfoot, May, at Singapore for Foreign Service (Far East).

815 Squadron, May, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Ark Royal).

H.M.S. Plymouth, May 16, at Plymouth. (See January 3.)

H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, May 24, at Chatham for Home Sea Service, U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsword, May 25, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Scorpion, May 30, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Ashanti, June 6, at Glasgow for Home Sea Service trials. Reconstructions February 27, 1962, for General Service Commission, Arabian Seas and Persian Gulf/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, June 6, at Portsmouth for General Service Commission, Home/Med. (18 months). U.K. Base Port, Portsmouth.

H.M.S. Dalrymple, July, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Dampier, June, at Singapore for Foreign Service (Far East).

H.M.S. Falmouth, July, at Wallsend-on-Tyne for General Service Commission, Home/Med. (19 months). U.K. Base Port, Devonport.

H.M.S. Vidal, August 8, at Devonport for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Blake, August, for General Service Commission. (See March 7).

H.M.S. Ark Royal, August, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Pama, August, at Devonport for General Service Commission Home/South America and South Atlantic (20 months). U.K. Base Port, Devonport.

H.M.S. Loch Killisport, August, at Rosyth for Foreign Service (Far East).

H.M.S. Gurkha, August, at Southampton for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Rosyth.

H.M.S. Bulwark, September, at Singapore for Foreign Service (Far East).

H.M.S. Barrosa, September, at Devonport for Trials. Commissions December, for General Service Commission Home/Med. (24 months). U.K. Base Port—under consideration.

H.M.S. Coronna, September, at Rosyth for Trials. Commissions November, for General Service Commission Home/Med. (24 months). U.K. Base Port—under consideration.

H.M.S. Lowestoft, September 26, at Glasgow for General Service Commission Home/Med. (16 months). U.K. Base Port, Portsmouth.

H.M.S. Aisne, end of September, at Chatham for Trials. Commissions end December for General Service Commission Home/Med. (24 months). U.K. Base Port—under consideration.

Brazil remembers a British admiral

THE following messages recently passed between the Brazilian Navy and the First Lord of the Admiralty: "On the occasion of the Ceremonial Remembrance by the Brazilian Navy of the centenary of the death of its first Admiral, Thomas Cochrane, Earl of Dundonald and Marquis of Maranhão, I have great pleasure in transmitting to Your Excellency and to the British Admiralty the expression of our thanks and gratitude to the British Admiral who directed the activities of the Brazilian Navy in the earliest days of its existence, and under whose com-

mand our ships put to sea and achieved the independence of our country."

(Signed) Admiral Mattoso Maia, Minister of Marine of Brazil, October 31, 1960.

Copy of reply from Lord Carrington, dated November 1.

"I am most grateful for your kind message on the centenary of the death of Admiral Lord Cochrane.

"The recent visit of the Brazilian Navy to our shores illustrates the continuing friendship between our navies and is itself a lasting tribute to the work of Lord Cochrane.

"On behalf of the Royal Navy I send you our warmest good wishes."

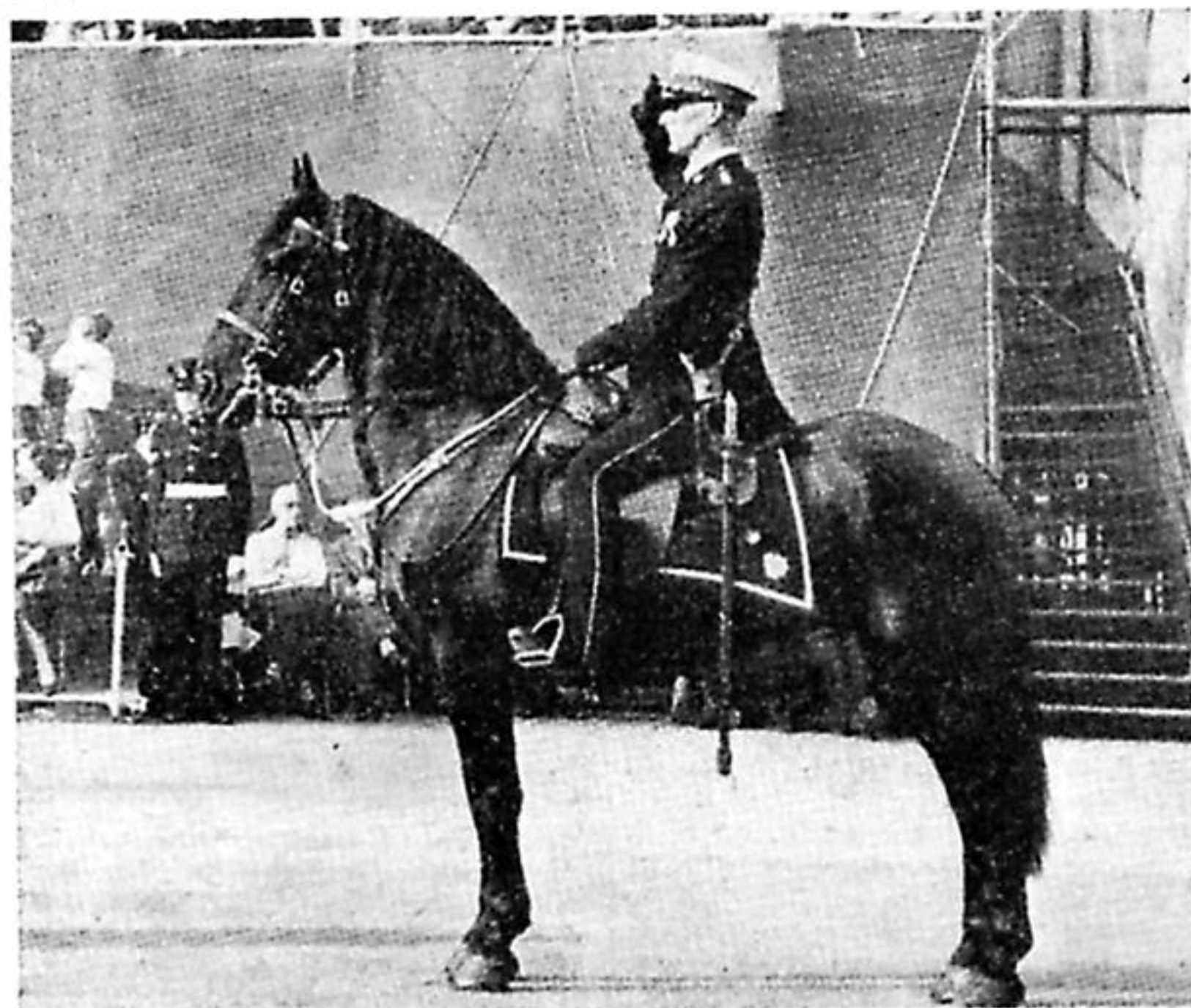
ANOTHER HORSE MARINE

SIR.—Re Norman Cole's letter in the October edition of "Navy News" regarding "Horse Marines."

After considerable research I have been lucky in obtaining this fine photograph of a Horse Marine. It is of Capt.

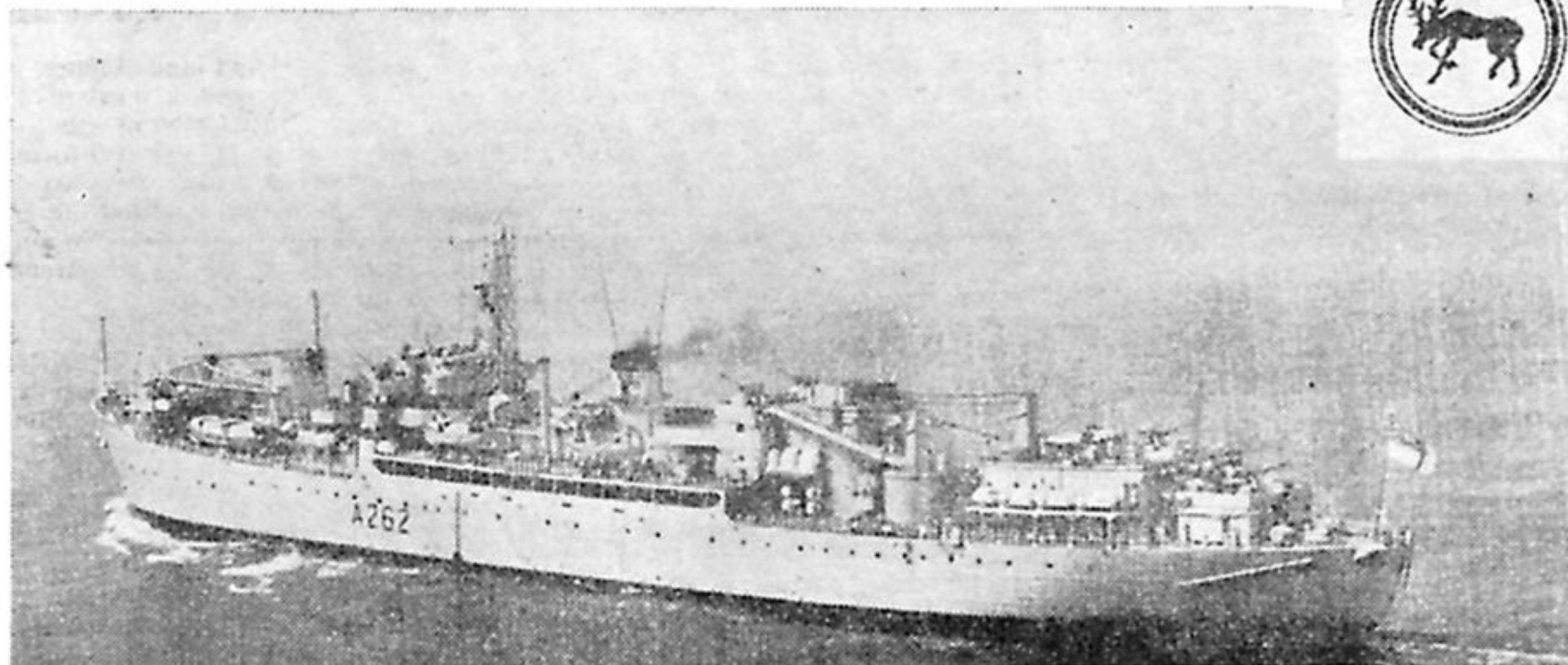
Warren, R.M., taking the salute at the Edinburgh Military Tattoo, 1959.

Capt. Warren was an excellent horseman and did a particularly difficult job extremely well.—W. REID, 21 Orwell Place, Edinburgh 11.



Capt. E. H. Warren, R.M., taking the salute

SHIPS OF THE ROYAL NAVY No. 61 H.M.S. HARTLAND POINT



TIGER (1908) DISASTER

SIR.—I am anxious to contact any survivors of the H.M.S. Tiger disaster which took place on April 2, 1908. I was the A.B. Cook on board at the time.

Should this catch the eye of anyone present I would like them to contact me.—A. UPTON, 11 Beatrice Road, Southsea.

WHAT HAPPENED TO VEHEMENT?

SIR.—I am endeavouring to accumulate sufficient information and details to enable me to write a history of the "V" and "W" class destroyers, 1917-1945.

I would be grateful if any of your readers who have photographs or stories dealing with these ships would get in touch with me. Does any reader know what happened to H.M.S. Veherent?—C. D. COMBER, 36 Woodlands Road, Haywards Heath.

H.M.S. Hartland Point, a former Landing Craft Maintenance Ship, was built by the Burrard Dry Dock Co. Ltd., of North Vancouver, British Columbia, between July, 1944, and July, 1945.

Of 10,200 tons displacement (full load), she is 441 feet in length with a beam of 57 feet.

Hartland Point is the first of a class of four ships being converted for escort maintenance duties—the object being to assist destroyers and frigates with maintenance and repair work and making them independent of dockyard facilities between refits.

"Help" to the ships in three main ways—(a) by providing power and services, including steam for domestic purposes, fresh and distilled water along with bread and provisions, (b) by providing skilled manpower of every branch and trade to assist with maintenance and (c) by providing workshop facilities and spare parts. Up to four escorts can be accepted alongside at any given time.

The ship is provided with a 12-ton crane forward, two five-ton derricks amidships and two five-ton cranes aft. They are sited so that each workshop and store likely to handle heavy or bulky gear can be plumbed through large hatches, by one or more of these

cranes or derricks. A transporter rail enables heavy weights to be transferred along the upper deck between the forward and after cranes.

The complement includes 24 officers and 416 men. Many of the officers have a dual duty—for their own ship and for escort maintenance. Of the ratings, 133 are specifically borne for maintenance and repair duties; i.e. manning the workshops and for working parties in the escorts.

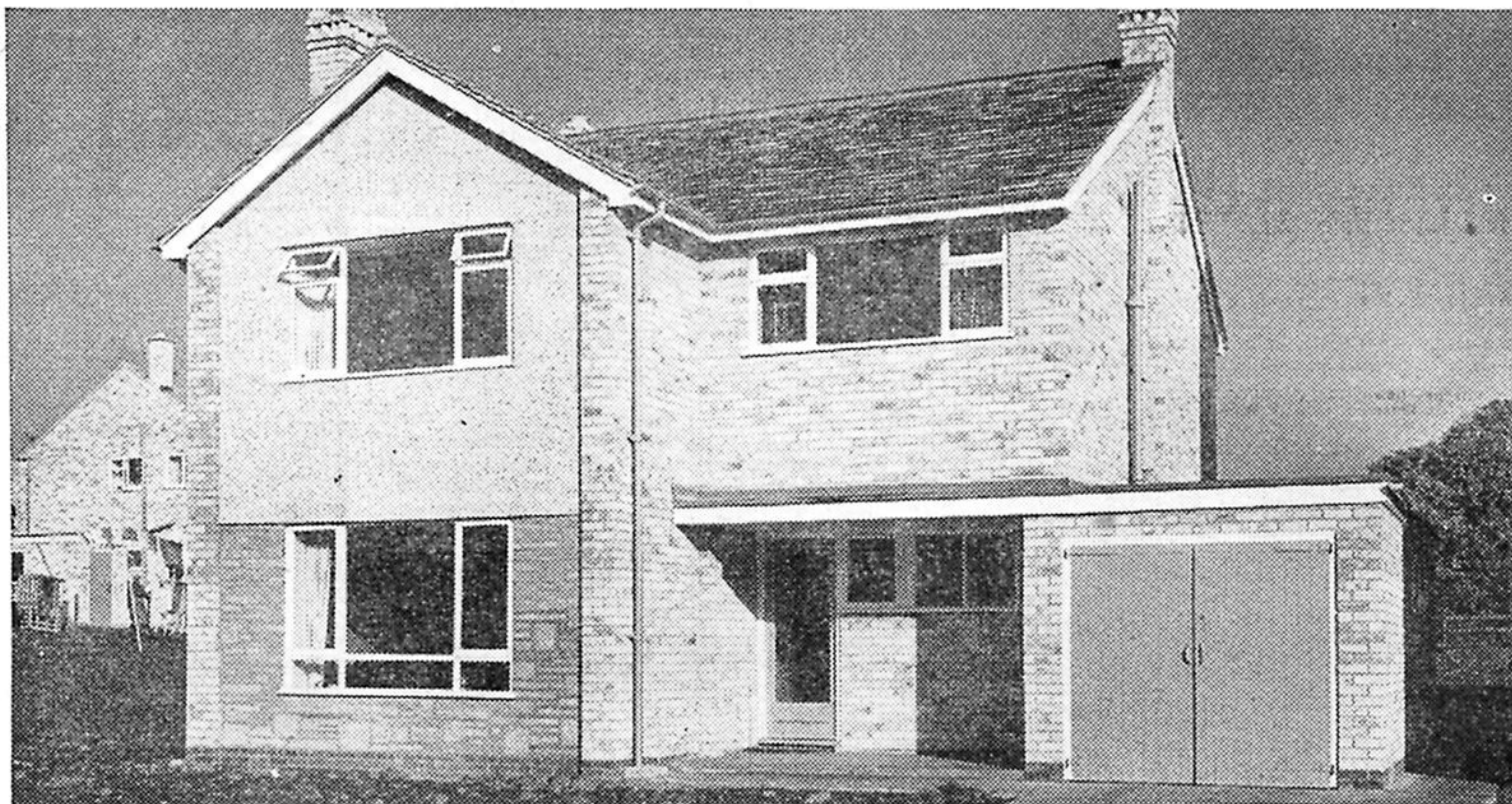
Hartland Point, which saw service in the Pacific in the immediate post-war period was converted for her present duties in H.M. Dockyard, Chatham, during a three-year refit which was completed in March, 1960.

Old enemy will scrap Uganda

THE Ceylon class cruiser Uganda, which was transferred to the Royal Canadian Navy in 1944, and which bombed the Japanese home islands, is to be towed to Japan for scrapping.

Idle from 1946 to 1952, Uganda was commissioned as H.M.C.S. Quebec and steamed 154,000 miles, visiting 58 ports while training new sailors and officers between 1952 and 1956.

Wise move—to a Wimpey Home ON THE GREEN BELT AT FAREHAM



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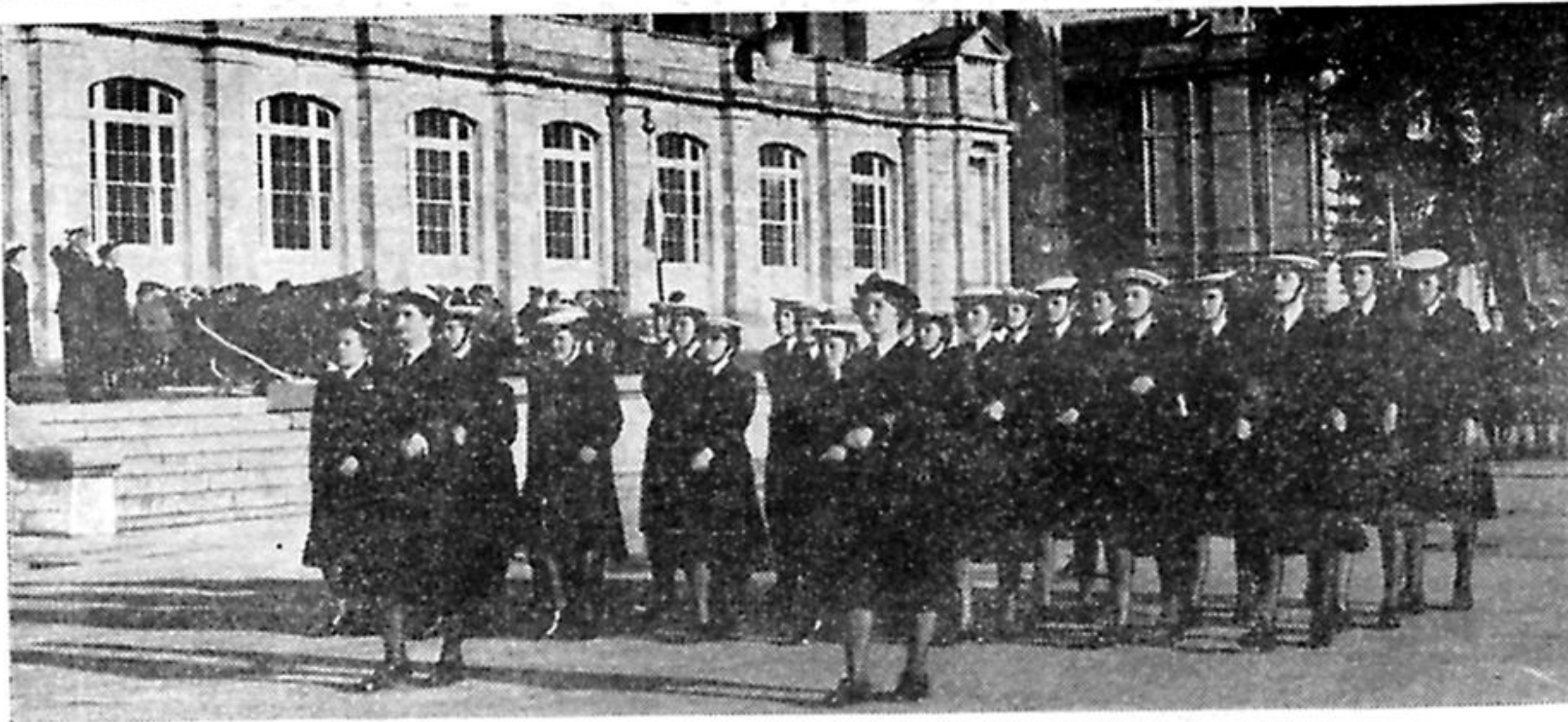
The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £2,843,296 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £591,611 to kindred organisations and Children's Homes; and £349,119 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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The Quarters Platoon marching past the Commander-in-Chief, Plymouth

Wrens had always set their own high standard: Admiral

PLYMOUTH WRENS CELEBRATE TWENTY-FIRST BIRTHDAY

ON Wednesday, October 12, the W.R.N.S. in Plymouth Command, together with a contingent of W.R.N.S. from the Royal Naval Air Station, Culdrose, celebrated their 21st birthday by holding a parade of approximately 235 officers and ratings in the Royal Naval Barracks, Devonport.

The parade was attended by the Commander-in-Chief, Plymouth, and Lady Onslow, the Deputy Lord Mayor and Deputy Lady Mayoress, Dame Jocelyn Woolcombe, D.B.E., Director W.R.N.S. from 1946 to 1950, Mrs. E. V. Welby, Superintendent W.R.N.S., Plymouth Command, throughout the Second World War, a number of senior naval officers and their families, and several members of the Association of Wrens from Plymouth and Exeter.

After the Commander-in-Chief had inspected the W.R.N.S., he addressed the parade. In his speech he mentioned that the W.R.N.S. had been with the Royal Navy a long time, in fact, longer

than 21 years. Now that they had become of age they had their own traditions as well as a tradition they shared with the Royal Navy—a tradition based on service, not self, and one of which they could be justly proud. He continued that it had never been necessary to enforce discipline in the W.R.N.S.; they had never been brought under the Naval Discipline Act. They had always set their own high standards, and this made the W.R.N.S. a unique Service.

After the address, Evensong was held in St. Nicholas Church, R.N. Barracks, and the sermon was preached by the Lord Bishop of Crediton.

Finally tea was served in the gymnasium, where the Commander-in-Chief and other official guests were able to meet the "Wrens." The Barracks Cookery School made a birthday cake for the occasion, which was later taken to R.N. Hospital, Stonehouse, for the W.R.N.S. patients.

LADY TYRWHITT AT VERNON FRIENDLY WIVES SOCIAL

AT a social afternoon held in the cinema on November 2 many Vernon Friendly Wives were able to meet their new President, Lady Tyrwhitt, wife of the Second Sea Lord, for the first time.

After being presented with a bouquet by Camilla Morgan Giles and touring the stalls laden with knitted goods and toys, sweets, cakes, fruit, vegetables and plants, Lady Tyrwhitt mingled with those present. Sideshows added to the festive air in the cinema—so very well decorated for the occasion by personnel of H.M.S. Vernon.

After tea, Lady Tyrwhitt presented prizes to Mesdames Buck, Richardson, Bennington and Mundell. Winners of sideshow prizes were Mesdames Bird, Kerr, Burgess, Steel and Karen Smith. Sincere thanks are due to everyone who helped make this such a successful afternoon.

FUTURE EVENTS

The first general meeting of the New Year is on Wednesday, January 11, and the newly formed drama group hope to put on a short play during the afternoon. Members who have not yet received their programmes for 1961 can obtain them from Mrs. Thorpe (Hon. Secretary).

Two German landing craft, the Eidechse and the Salamander, were at Portsmouth for the period November 16 to 21.

NOTE OF TRIUMPH

Severn Division's Sweeper wins Thorneycroft Trophy

ON his last night as Commanding Officer of Severn Division, Royal Naval Reserve, Capt. Neil MacNaughton-Wainwright announced that H.M.S. Venturer, the Division's coastal minesweeper, had won the Thorneycroft Trophy as champion R.N.R. tender for the second year in succession.

This was a note of triumph for a double retirement. Capt. MacNaughton-Wainwright was relinquishing command after four years, and H.M.S. Venturer (ex-Buttington) had been steamed to Chatham for conversion to Deltic diesels.

Cdr. G. L. F. Hunt (now Captain) took command of Severn Division on November 1; and in December the division takes delivery of a new Venturer—already converted to diesels.

To mark the end of his command, Capt. MacNaughton-Wainwright was dined by his officers at the Constitutional Club, Bristol, and he was presented with an inscribed silver cigarette box by the wardroom. The entire division paraded for the final drill night, and inspected by Capt. MacNaughton-Wainwright.

BOAT PULLING

The Southern Divisional boat-pulling heats held at Bristol on October 8 resulted as follows.—Officers: 1 Severn, 2 London, 3 Sussex; ratings: 1 South Wales, 2 Severn, 3 Sussex. In the finals in London a fortnight later, Severn Division officers were third to London and Tyne Divisions, and the ratings were fourth to Clyde, Tay and South Wales.

Severn Division crews: Officers (from) S./Lieut. Harper-Bill, Lieut. Cawthorne, Lieut. Wynnes, S./Lieut.

Half a million pieces show cause of Victor crash

OVER half a million pieces of the Victor aircraft which crashed into the sea off the Pembrokeshire coast, representing just under 70 per cent. of the bomber, have been recovered and experts at the Royal Aircraft Establishment, Farnborough, have established the cause of the disaster which cost the lives of five men.

The cost of the search for pieces of the aeroplane, some as small as half-crowns, has been estimated to be in the region of £1,500,000.

The skippers of 16 trawlers were presented with plaques at Milford Haven on November 19 as mementoes of the search and other ships which also played an important part in the search will be similarly treated.

Altogether a total of 40 ships took part in the search.

March had first public hearing at W.R.N.S. reunion

LONG SERVING OFFICERS AND WRENS PRESENTED TO QUEEN MOTHER

MORE than 3,000 members of the Association of Wrens were present at the Festival Hall on Saturday, November 5, when four officers and eight ratings who had served continuously in the Women's Royal Naval Service were presented to Her Majesty the Queen Mother.

Those presented were Superintendent J. Davies, O.B.E., W.R.N.S., of H.M.S. Dauntless, who is to become the Director, W.R.N.S., in May next, Chief Officer J. S. Rae, W.R.N.S., of Admiralty, First Officer E. M. Hill, W.R.N.S., of H.M.S. Mercury, First Officer M. L. Sturdee, W.R.N.S., of Admiralty, Chief Wren J. B. Owen, of R.M. Barracks, Eastney, Chief Wren E. P. M. Parsons, of H.M.S. President, Chief Wren E. Anderson, of H.M.S. Victory, Chief Wren A. V. Mears, of H.M.S. Pembroke, Chief Wren H. Earl, of H.M.S. Drake, Chief Wren J. L. Turner, of H.M.S. President, Chief Wren G. M. Brown, of H.M.S. President, Chief Wren G. M. Brown, of H.M.S. Mercury, and Chief Wren C. E. Gilbert, of H.M.S. Seahawk.

A march, written for the Women's Royal Naval Service for use on official and ceremonial occasions had its first public performance at the reunion.

It was composed by Lieutenant-Colonel F. Vivian Dunn, C.V.O., O.B.E., F.R.A.M., R.M., Principal Director of Music of the Royal Marines, and he has dedicated it to past and present members of the W.R.N.S.

Among those present at the reunion were H.R.H. the Duchess of Kent, Chief Commandant of the W.R.N.S., the First Lord of the Admiralty, Lord Carrington, the Second Sea Lord, Vice-Admiral Sir St. John Tyrwhitt, the

Permanent Secretary of the Admiralty, Sir John Lang, and the President of the Association of Wrens, Dame Jocelyn Woolcombe, a former Director, W.R.N.S.

WRENS CAN DO ANYTHING



Wren Pat Garrett, of R.N.A.S. Abbotsinch, thought to be the Navy's only Wren Piper. She is not a Scot and had never played the pipes prior to joining Abbotsinch. Although she has been playing for only three months Wren Garrett is already so proficient that she is able to play with the Station Pipe Band

Naval ships salvage blazing tanker

FOUGHT FIRE FOR A WEEK

A CONGRATULATORY message from the Board of Admiralty has been sent to officers and men of the Royal Navy in the Persian Gulf concerned in the salvage of the blazing Norwegian tanker, Polyana, off the Iranian coast last month.

In a signal from the Admiralty, the Flag Officer Arabian Seas and Persian Gulf (Rear-Admiral A. A. F. Talbot, D.S.O. and Bar) is asked to pass their lordships' "Well done" to all of those concerned in the successful operation, which resulted in the ship being towed to Bahrain and the fire being extinguished after it had been fought day and night for a week.

The Polyana is still at an anchorage off Bahrain, where she has been made seaworthy. As a result of the Naval efforts a large proportion of the cargo of 24,000 tons of crude oil with which she was laden has been saved.

The fire, which resulted in the Polyana being abandoned by her crew, was only put out after thousands of gallons of foam had been flown to Bahrain from Britain in specially chartered Admiralty aircraft.

SHIP'S BELL FOR ADEN

The congregation of the Church of St. Michael and All Angels at R.A.F. Khormaksar, in Aden, will shortly be called to worship by the pealing of a ship's bell which is to be installed in the church tower. A gift from the Admiralty, the bell formerly belonged to H.M.S. Orcadia, an Algerine Class minesweeper, launched in August, 1944, by the Port Arthur Ship Building Company of Canada. Completed a year later, H.M.S. Orcadia joined the 4th Minesweeping Flotilla at Rosyth and until March, 1947, was employed in home waters. After serving for a year as a tender to the Royal Naval College at Dartmouth, she was put in reserve at Devonport before being scrapped in 1958.



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Two go to the beach after seventy-four years service between them

JOINED TOGETHER—MEET NEXT ON RELEASE ROUTINE

(By AYCHARBEE)

TWO Chief Petty Officers, with a combined service of 74 years, left R.N. Barracks, Portsmouth, last month. One was C.P.O. Steward Hiram Wyndham Morgan, who has been the Chief Petty Officer Steward of the Wardroom Mess, R.N. Barracks, since 1951, and the other C.M.E. Charles Henry Drew, who has spent 25 years in the submarine service.

These two Chief Petty Officers have two things in common. It was difficult, because of their modesty, to get them to speak of their experiences and secondly they were in the same New Entry class in December, 1923. In fact, had Chief Steward Morgan been a little larger around the chest he, too, would have been in the Stoker branch, for he tried to join that branch.

Their paths, however, diverged immediately after their initial training and only came together again after their 37 years' service when they started their release routine.

C.P.O. Morgan's first ship was the Tyrian, then running as attendant destroyer on H.M.S. Furious. It was obvious that his favourite ship was the Wild Swan, Lieut.-Cdr. Younghusband

he knew none was left.

Returning to the table he spoke to the senior officer. "Sorry, sir, but the steward fell down the steps." Needless to say it was not the steward who went down—but the soufflé.

"Rattler" Morgan has earned high praise for the arrangements made for dinners for large or small parties. Dances, big dinners, cosy lunches—he brought to them all an efficiency brought about because he knew what was wanted, and by an unobtrusive control of the whole function.

Perfection has been his aim and it can be said he achieved it.

RATTLER THE RUGGER

C.P.O. Steward Morgan was a brilliant rugger man in his younger days. He was brought up on rugger in the valleys of South Wales and played for Newbridge (Monmouthshire) before joining the Service. He would play anywhere, but his favourite position was scrum half.

In 1924 he played for the naval barracks and in subsequent years played for the United Services. He was also captain of the Forces Rugby—a lower-deck team.

Asked for his opinion of the Service today, Chief Steward Morgan says that conditions generally have improved out of all recognition. "Progress and improvement was most necessary, and it has come about—I'd go through it all again," he says. Regarding his own branch he says that the personal guidance given to men today by experienced officers and ratings is vastly different to conditions in the rough school of 30 years ago.

A QUARTER OF CENTURY IN SUBMARINES

C.P.O. Drew joined the Service on November 30, 1923, from Birmingham as a Stoker Second Class, and his first ship was the Centurion, then flagship of the Reserve Fleet.

He joined the submarine service on May 5, 1933, and served 25 years and one day, leaving it on May 6, 1958. His last ship was H.M.S. Ausonia at Malta.

Whilst serving in H.M.S. Teredo he was awarded the British Empire Medal for zeal and devotion to duty.

C.P.O. Drew was serving in H.M.S. Grampus, in China, when the war started, subsequently serving in H.M.S. Medway at Alexandria and Malta. He joined H.M.S. Rainbow just before Grampus sailed on the patrol during which she was lost.

Luck was with him again when he was transferred to the Strathearn for passage to the United Kingdom from the Empress of Britain. The Empress of Britain was sunk on that trip.

In 1941 C.P.O. Drew went to H.M.S.



C.M.E. C. H. Drew

Sturgeon and he was in that boat until August, 1943, during which he sailed to Russia.

AT ST. NAZAIRE

Whilst serving in Sturgeon (captain was Lieut.-Cdr. St. Clair Ford, who was lost subsequently in H.M.S. Traveller), three ships were sighted off the Norwegian coast. Two torpedoes were fired, one of the ships being hit.

This Chief Petty Officer was also at St. Nazaire. His submarine shone are lights for the landing parties and stayed in the vicinity for five or six days after the attack for reconnaissance duties.

His first submarine was H.28 followed by L.52. He says the conditions in his last submarine, the Teredo, were in direct contrast to those in H.28. Today submarines have refrigerators and carry fresh food, but in H.28 there was no "frig." meat had to be cooked before sailing and a trip of more than a couple of days meant the crew were eating mildewed bread.

C.P.O. Drew would have liked to have continued in the Service. He regards it as a fine life and he recommends the Royal Navy to anyone who wishes to stand on his own two feet, see a bit of the world, find good comradeship and enjoy—today—excellent conditions and pay.

He is returning to his home town, Birmingham, for his retirement.

STAINED-GLASS WINDOWS AT FORT BLOCKHOUSE DEDICATED

THE Venerable Archdeacon J. Armstrong, O.B.E., Q.H.C., dedicated two stained-glass windows in the Church of St. Ambrose at Fort Blockhouse on October 24.

The Men's Club of H.M.C.T. Niobe has contributed £100 towards one of these windows (which is now known informally as "the Canadian window"), as a token of the close association between the Royal Naval Submarine Service and the Royal Canadian Navy.

JOHN ENGLISH

(Continued from column 5)

the States of Guernsey? What of maternity benefits? If any free treatment can be obtained is there a particular way of claiming it and to what degree does it extend?

The National Health Service applies only to the United Kingdom and excludes the Channel Islands, where free treatment and benefits are not provided. Exceptionally, under a reciprocal agreement between the Ministry of Health and the States of Jersey and Guernsey, visitors to the Channel Islands (including Services personnel on leave) are eligible for free hospital and general practitioner treatment, but as your wife is a permanent resident of Guernsey this special arrangement cannot be applied.

Naval families who have proceeded abroad under officially approved arrangements, to accompany the husband during a period of foreign service, are entitled to medical, including hospital and maternity treatment, dental and optical treatment, under other special arrangements.

As far as I am aware, your wife cannot avail herself of Health Service benefits unless she moves over here, or accompanies you abroad under the official families passages scheme. I would suggest, however, that you visit the local office of the Ministry of National Insurance, who may be able to give you other information on this interesting matter.

ADMIRALTY HIRINGS—LENGTH OF STAY

I READ with interest the reply to the letter concerning the length of stay in a married quarter ("Navy News," November, 1960). Does this ruling also apply in the case of an Admiralty hiring?

We occupied a hiring in Weymouth whilst my husband was serving in H.M.S. Osprey at Portland. On being drafted to H.M.S. Centaur (a general service commission) we were given notice to vacate the hiring and are now living with my parents in overcrowded conditions, having found it impossible to rent accommodation privately, as it is either too expensive or "unsuitable for children."

Are we able to put our name on the Portsmouth married quarters roster?

Although the maximum period of occupation of a married quarter is also applicable to an Admiralty furnished

is Portsmouth, your husband is eligible to put his name on the Portsmouth Command roster for a married quarter in the Portsmouth area and he should make an application on board. The allocation of a quarter will of course depend on the waiting list, and whether he still has six months to serve in the ship when his name comes to the top of the roster.

Personnel whose names are accepted for the married quarters roster are, subject to clearance by the Command, Naval Drafting, immediately eligible for an Admiralty Furnished hiring and you could, therefore, start

Have YOU a personal problem...?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

hiring, the retention of a quarter or hiring when a man proceeds on a foreign or general service commission is allowed only in respect of accommodation in the home ports, i.e., Portsmouth in your husband's case.

Married quarters and hirings at other places are for the occupation of personnel actually serving there. For example, only persons whose ships and establishments are based at Portland are eligible for a quarter or hiring in that area. When an occupant is drafted out of the area, then the rule about drafts elsewhere in the United Kingdom applies (NAVY NEWS, November, 1960). Your notice to vacate your hiring at Weymouth was apparently given under this rule.

If the home port of H.M.S. Centaur

looking for suitable and acceptable accommodation as soon as your husband has been registered with the Command Married Quarters Officer.

NATIONAL HEALTH SERVICE IN THE CHANNEL ISLANDS

I AM a serving member of the Royal Navy. I am married and my wife was born and still lives in Guernsey, Channel Islands; in fact, we have our home in Guernsey.

Is my wife entitled to free medical and dental treatment under any agreement between the Health Service and

(Continued in column 3)

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Further use for Discovery

THE Royal Navy's only floating recruiting office opened for business on November 28 on board H.M.S. Discovery—invariably Captain Scott's "Discovery" to the passing public—berthed in the Thames on London's Victoria Embankment.

Although the three-masted Discovery has been refitting since May for her new role, the historical parts of the ship, which attract some 200,000 visitors a year, have not been altered and she will be open again to the public from Thursday, December 1, from 1.0-5.0 p.m. daily.

She will remain one of the three ships of the London Division of the Royal Naval Reserve and the flagship of the Admiral Commanding Reserves (Vice-Admiral R. A. Ewing, C.B., D.S.C.). The ship will continue to be used by the R.N.R. and at the weekend by units of the Sea Cadet Corps and the Sea Scouts for training.

ORIGINAL FITTINGS

On the upper deck, a cabin with a teak door still bearing the inscription "Master-Private" has become the office of the Recruiting Staff Officer for the London Area (Commander W. S. G. Edward, O.B.E., R.N.) and inside are still many of the original fittings—including a brass heel indicator, although now the only movement to its needle is caused by the wash of passing barges.

Below on the main deck, adjoining the ship's Ward Room with cabin doors still bearing the names of their occupants, have been built administrative, inquiry and documentation offices in the place of the original sick bay and Petty Officers' and Warrant Officers' Messes.

The Discovery, built in 1901 by the National Geographical Society for Captain Scott's first expedition, was presented to the Boy Scouts Association in 1937, when she moved to her present berth on the Embankment. She was taken over by the Admiralty in 1955, for use as one of the three drill ships of the London Division R.N.R.

H.M.S. GAMBIA INTO RESERVE

71,000 miles in two years

PLEASANT 'HOME LEG'

(BY OUR SPECIAL CORRESPONDENT)

H.M.S. Gambia will be entering Portsmouth at 1345 on Tuesday, December 6, for the last time, proceeding to Fountain Lake Jetty to pay off into Reserve. It perhaps epitomises the success of the commission in that she is now commanded by Rear-Admiral W. J. Munn, D.S.O., O.B.E. (seeing us through these last few months of our Home Fleet time by serving in the rank of captain), with a provisionally selected captain as Executive Officer (Cdr. F. W. Watson).

The Trophy cupboard bulges with the fruits of many victories won in many climes, the most prominent being the JET Fleet Cock and various sailing cups.

And amongst the 700 officers and men (some of whom doubtless had mixed feelings on joining the Ship in a Rosyth dry dock one winter's day two years ago) there will be few who can ever better their last two years and 71,000 miles in H.M.S. Gambia. 205 full days' steaming, but far more memorable are the majority of those odd 525 days in port.

We have usually managed to take our own special brand of good weather around with us (and some may be interested to know that our Meteorological Officer's inventive genius has been rewarded by the Herbert Lott Fund).

Carriers have compared their thousands of miles steamed with members of their crews eating pounds of spuds; some of us could equate our efforts to lines of five-gallon paint drums (rapidly emptied), joined perhaps by the tons of 6-inch projectiles fired P.A.C.-wards to disturb the inoffensive flight of the wandering albatross in the greater oceans.

LIFE NEVER DULL

But life did not get suddenly dull after our foreign leg (and anyhow, no

married man would dare admit it!). We went on to a pleasant little cruise amongst the Western Isles before joining the Home Fleet in the Moray Firth for some weapon training; from that to the major N.A.T.O. Exercise in northern waters, which we rounded off with a happy visit to Southampton in company with the U.S.S. Shangri-la and U.S.S. Mitscher.

From Southampton we went on to exercises with the Joint Anti-Submarine School, Londonderry, and en route (by reason of an urgent compassionate case) were able to put in a brief appearance at Cobh—much to the delight of two prominent members of the ship's company who hailed from these parts and were thus able to surprise some friends who had gathered to watch our arrival.

At the beginning of November, we reached Rosyth and, during our stay the ship's company gave a farewell dance in Dunfermline, a town with which the ship has been closely associated over the past few years, and from the environs of which flocked the majority of the 300 young lassies who graced the occasion.

Leaving Rosyth in the gathering dusk of a Saturday afternoon, we plunged into an inhospitable North Sea to round off our commission (and education) with courtesy visits to Hamburg and Rotterdam.



H.M.S. Gambia off Gibraltar

Our penultimate port of call is to be Liverpool, where, amongst the hospitable attentions of that great city, we shall take the opportunity to say goodbye to representatives from Huddersfield (which town adopted the ship during her very first commission), and the Huddersfield Sea Cadets will parade on board to receive two of the ship's trophies for use in their unit.

FINE PLAQUE

These are firstly a fine plaque depicting the ship in silver—presented by the people of the Gambia to the ship in 1950—and secondly the Huddersfield Cup, presented by Huddersfield during this present commission.

Dunfermline too will remember the ship by a beautifully mounted ship's bell, presented jointly by Rear-Admiral W. Evershed (until recently

Admiral Superintendent, Rosyth and also a former Commanding Officer of H.M.S. Gambia), and Rear-Admiral Munn, together with the ship's Aquatic Cup, to be competed for amongst Dunfermline schools.

To the Colony of Gambia goes the silver elephant, until such time as another H.M.S. Gambia shows the way. We are proud of our elephant, although he is not often commended to us in the golden pages of literature. No other beast tempers titanic power with unbowed humility. Elephants are quiet about the house and useful in the garden (rolling lawns and uprooting trees) and have been known to awaken sleeping lions with impunity.

Our final event will be a farewell dance to be held in Portsmouth on December 12, and we shall pay off two days later.

*A Merry Christmas
and a Happy
New Year
to you all*

From THE EDITOR

FISGARD WINNERS

H.M.S. Fisgard, Torpoint, Devon, won five of the seven events in the Sports Match against H.M.S. St. Vincent, Gosport, on November 12.

St. Vincent's only win was at sailing. The shooting match was drawn.

Fisgard won 2-0 at soccer, 6-0 at hockey, 11-6 at rugby, 35-20 at basketball and in the cross-country event Fisgard ran out winners 27 points to 52.

In Memoriam

Robert Luke Ward, Able Seaman, C/SS.945789, H.M.S. Plover. Died October 3, 1960.

Alfred Kay, B.E.M., Chief Electrician, D/MX.856315, H.M.S. Collingwood. Died October 15, 1960.

Daniel Christopher Bingham, Engineering Mechanic 1, P/KX.914604, H.M.S. Andrew. Died October 16, 1960.

Henry Wright, Able Seaman, C/J.940010, H.M.S. Shalford. Died October 18, 1960.

Brian Ralph Loveday, Corporal, R.M., RM.16935, R.M. Commando. Died October 22, 1960.

Brian Melvyn Long, Able Seaman, D/J.956814, H.M.S. Vernon. Died October 24, 1960.

Richard David Beatty Norkett, Chief Petty Officer, P/JX.141047, H.M.S. Ulster. Died October 21, 1960.

William Edward Jane, Engine Room Artificer 1st Class, D/MX.53965, H.M.S. Drake. Died October 25, 1960.

Raymond Charles Whybourne, Able Seaman, P/J.930778, H.M.S. Victory. Died November 2, 1960.

Charles James Hassard, Petty Officer, D/JX.135385, H.M.S. Acute. Died November 2, 1960.

Norman Robson, Electrical Mechanic 1, C/MX.844763, H.M.S. Blackpool. Died November 2, 1960.

Richard Keith Smith, Naval Air Mechanic 1 (E), L/F.963665, H.M.S. Heron. Died November 3, 1960.

Jack Crawshaw, Chief Electrician, D/MX.802994, H.M.S. Collingwood. Died November 7, 1960.

John Veitch Laughland, Electrical Mechanic 1, D/M.956054, H.M.S. Eastbourne. Died November 12, 1960.

George Arthur Scarr, Chief E.R.A., P/MX.64961, H.M.S. Victory. Died November 14, 1960.

The Reverend R. W. Knight, Chaplain, Royal Navy, H.M.S. Victory. Died October 27, 1960.

Lieut.-Cdr. B. D. Ward, Royal Navy, H.M.S. Falcon. Died November 15, 1960.

Lieut. J. N. Barham, Royal Navy, H.M.S. Falcon. Died November 15, 1960.

Lieut. N. A. Norris, Royal Navy, H.M.S. Fulmar. Died November 16, 1960.

Lieut.-Cdr. E. F. Sare, Royal Navy, H.M.S. Phoenix. Died November 20, 1960.

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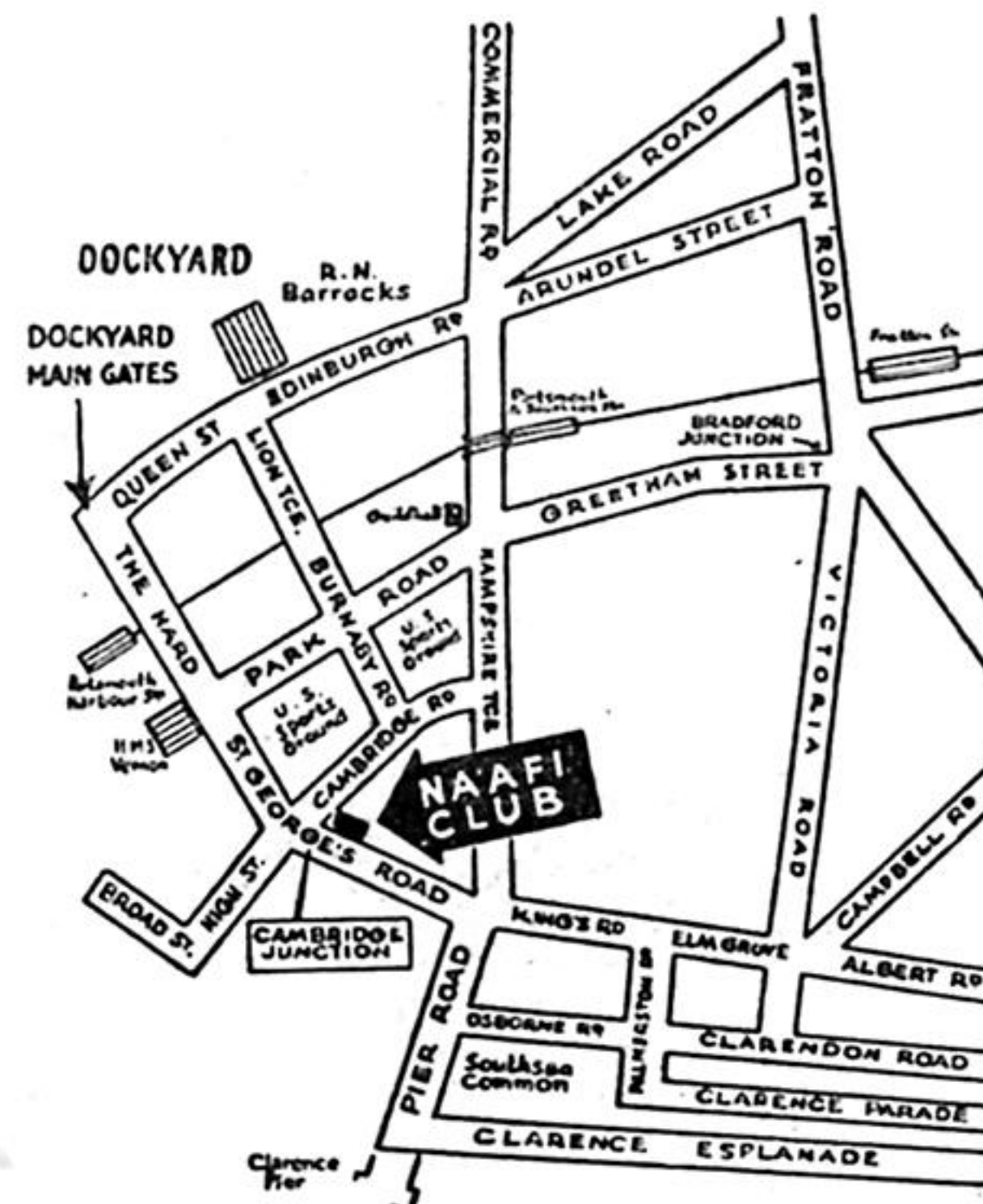
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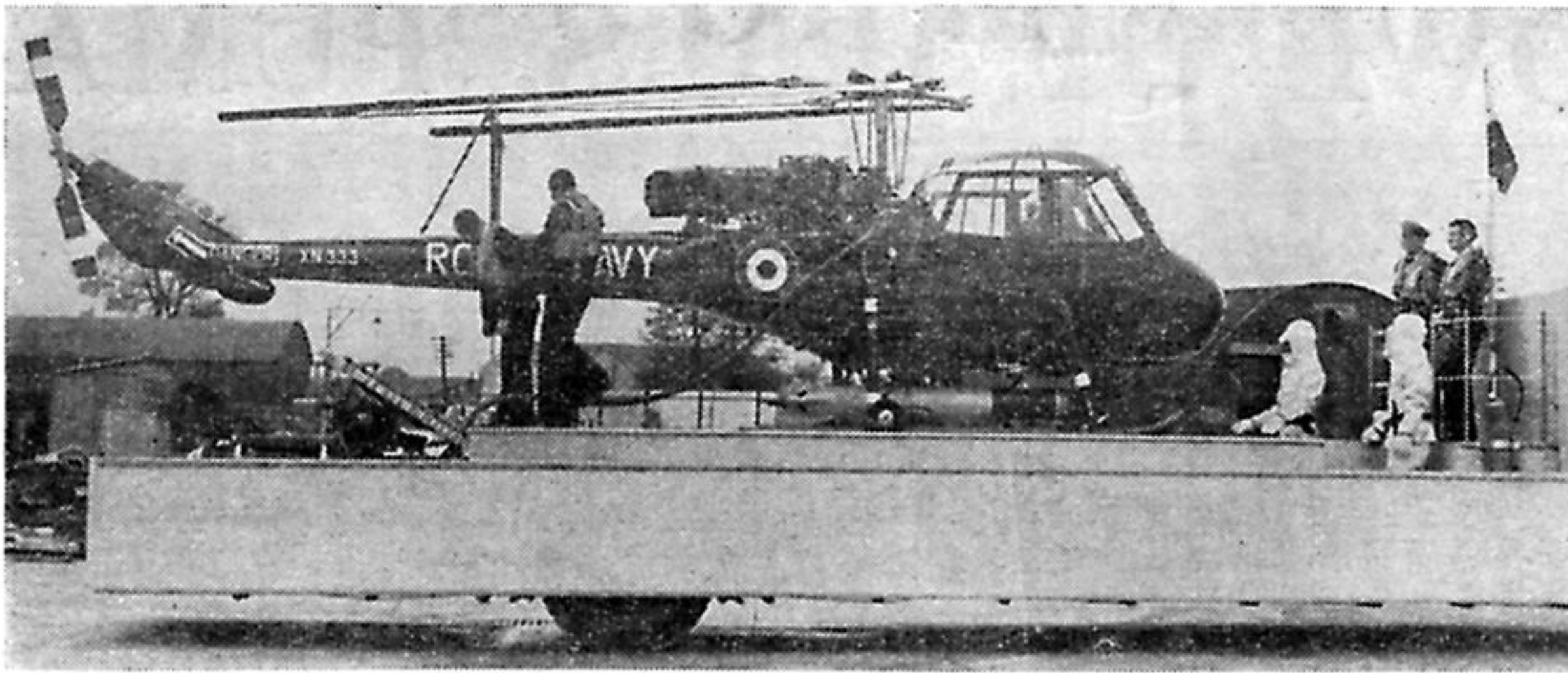
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R.N. Air Station, Yeovilton's float. A P.531 light-weight helicopter to be used in frigates for anti-submarine work

The Royal Navy Stages the Lord Mayor's Show 'BEST EVER' SAYS CITY Board Congratulations

THE pageant of this year's Lord Mayor's Show in London on Saturday, November 12, was staged for the first time by the Royal Navy and a cavalcade of decorated floats representative of the theme "Meet the Navy of Today" covered all branches of the Service and their activities, on and off duty, ashore and afloat.

The Show, organised by Commander Barrett, R.N., was acclaimed by the City as the best for many years and the Board of Admiralty sent its congratulations to the Lord Mayor and organiser.

Four bands, a marching contingent from the New Zealand frigate Otago, which was visiting the Pool of London at the time, and 22 vehicles with their tableaux, prepared by Naval and Marine Barracks, Air Stations and training establishments in all parts of the country, made up the Royal Navy's contribution to the ceremonial procession of Sir Bernard Waley-Cohen, the new Lord Mayor.

Separated by the bands, the pageant was divided in four distinct parts. The first with giant models of nuclear submarine Dreadnought and the Seaslug surface-to-air missile was concerned with "The Fleet at Sea" and included a float depicting the varied roles of the Royal Marines. The second and third parts featuring "The Men and Women Who Man The Fleet" and "Some Specialised Activities" respectively covered the various technical and administrative skills of Service personnel, the "Week-end Warriors" of the "Spanning The Globe at Work and Play"—featured the world-wide role of the Service.

The theme for the W.R.N.S. Float was the Twenty-first Birthday of the Women's Royal Naval Service, which is being celebrated this year.

The float, which was more than fifty feet in length, had as a centrepiece a pink and blue birthday cake; with its base and twenty-one lighted candles on top, it was over ten feet high.

Two Chief Wrens, four Petty Officer Wrens, and eighteen Leading Wrens and Wrens, all from H.M.S. Dauntless at Burghfield, manned the float and decorated the cake. They were representative not only of the W.R.N.S. Training and Drafting establishment where they are serving, but of the Women's Royal Naval Service as a whole.

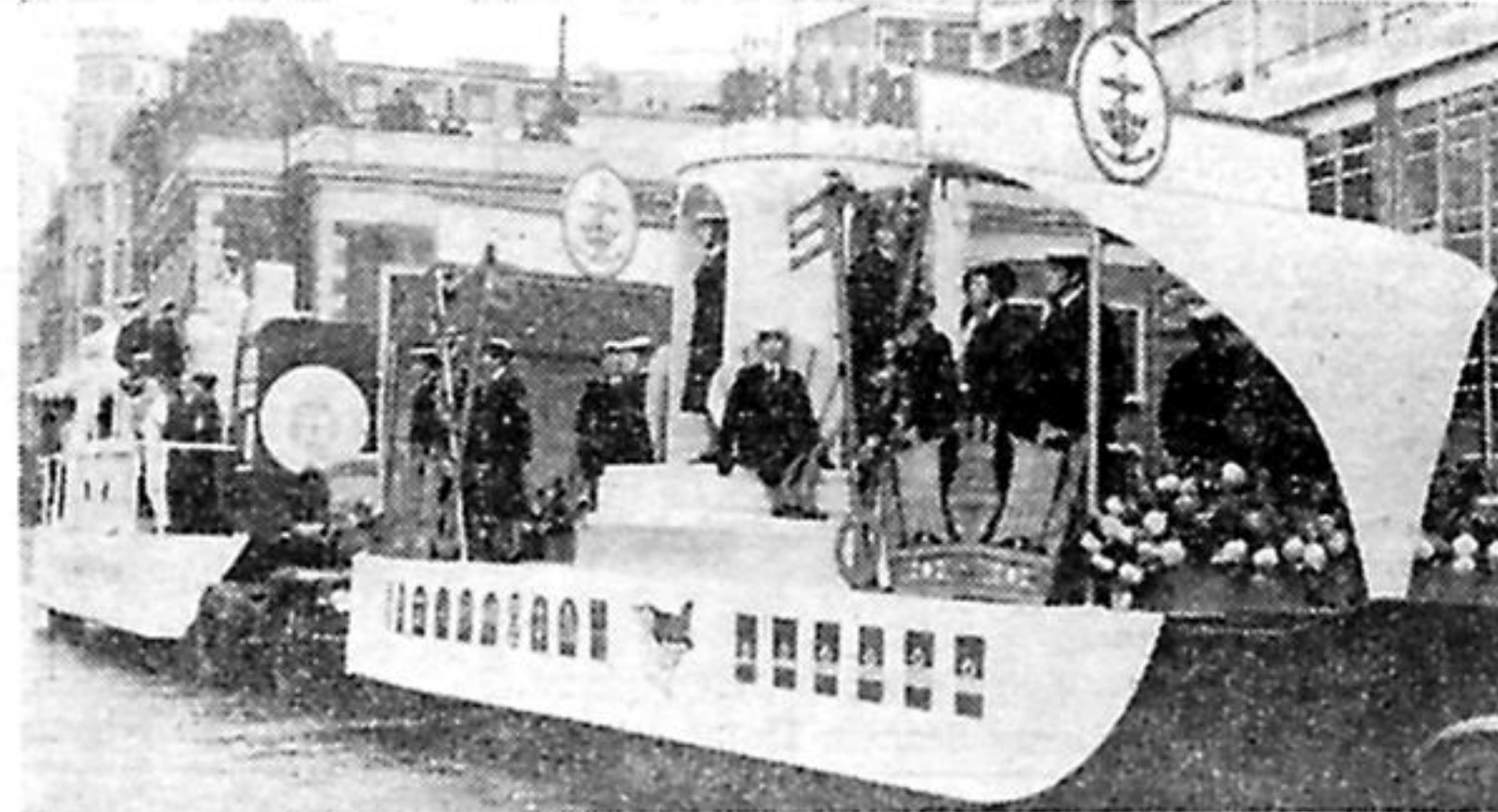
The float was built by shipwrights of the Royal Naval Barracks, Chatham. Messrs. Yardley's, who regularly give a talk on skin care, make-up and grooming to all new recruits to the W.R.N.S., provided expert advice on make-up for the Wrens taking part, and gave each girl a full set of their beauty preparations.

Preceding the Naval procession was the Interflora float—described as the biggest bouquet in the world. Approximately forty feet long this float portrayed the Naval Crown and a great sea of blue and white waves rolling down to support two huge Foul Anchors and the whole production was made up of more than half a million fresh flowers.

Britannia was 22-year-old Pamela Gray, a Wren from Bangor, Northern Ireland, and two other members of the W.R.N.S., Diana Cantrell from St. Annes and Jill Addis from Wolverhampton supported the floral anchors.

Other floats were "On the Sea," a silhouette of H.M.S. Devonshire, from H.M.S. Excellent, "Over the Sea," a model of H.M.S. Victorious from R.N. Air Station, Culdrose, "Under the Sea," a model of H.M.S. Dread-

(Continued in column 4)



The W.R.N.S. float

NEPTUNE'S SCRAPBOOK



Vice-Admiral V. C. Begg, C.B., D.S.O., D.S.C., has been appointed a Lord Commissioner of the Admiralty and Vice-Chief of Naval Staff, with effect from January, 1961, in succession to Admiral Sir Walter Couchman, K.C.B., C.V.O., D.S.O., O.B.E., who is being placed on the Retired List at his own request.

Born in 1908, Vice-Admiral Varyl

Cargill Begg joined the Navy in 1926. He specialised in gunnery in 1934 and has been Captain of H.M.S. Excellent. Promoted to Rear-Admiral in 1957, he was appointed Chief of Staff to the Commander-in-Chief, Portsmouth, and since December, 1958, he has been Flag Officer, Second-in-Command, Far East Station. He was promoted to Vice-Admiral in May this year.

(Continued from column 3)

nought from H.M.S. Dolphin. "Everywhere," the varied roles of the Royal Marines, put on by the Royal Marines, Eastney.

H.M.S. Ganges showed the stages of a man's career from boyhood to officer's rank. H.M.S. Caledonia, "technical skills" and R.N. Supply School, Chatham, portrayed the Supply and Secretariat arm of the Service. H.M.S. Raleigh demonstrated a jackstay transfer between ships. H.M.S. Collingwood gave impressionistic representations of radar and radio equipment while the R.N. Engineering College, Manadon, portrayed "Engineering."

H.M.S. Vernon's effort was an impression of a minesweeper blowing up a mine, while R.N. Air Station, Yeovilton's float was the P.531 light-weight helicopter.

A model of H.M.S. Bulwark, with Commandos, was presented by the R.M. Barracks, Eastney, and H.M. Dockyard, Chatham, illustrated "Civilian Support."

The only ship, as opposed to a shore establishment, mounting a float was H.M.S. Scott, a survey vessel, with a display covering hydrographic work in the Antarctic. On two vehicles, one dealing with King Neptune's Court and the other depicting Naval assistance in emergencies on land, sea and in the air, students from the City of London, King's and the City and Guilds Colleges, who volunteered their help were seen.

H.M.S. Forest Moor Commissioned

A NEW naval wireless station, H.M.S. Forest Moor, was commissioned for service on October 3 under the command of Lieut.-Cdr. J. A. Shuttleworth, R.N.

The new station, a few miles west of Harrogate, will take over the function of the R.N. Wireless Station, Flowerdown, near Winchester, which has been in existence since 1929, but has become inadequate for current needs and is not considered suitable for modernisation.

The task of the ship's company of eight officers and 50 ratings will be the reception of signals from naval commands and wireless stations throughout the world, which will necessitate the keeping of constant day and night watches.



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THE FINAL PROWL OF H.M.S. PUMA

Home for Christmas after
43,000 miles and three
continents

WONDERFUL NIGERIAN HOSPITALITY

(BY OUR SPECIAL CORRESPONDENT)

BY the time H.M.S. Puma reaches Devonport on December 19 she will have been away 47 weeks and during that time will have travelled some 43,000 miles visiting, among other places, Dakar, Simonstown, Tristan da Cunha, Mauritius, Madagascar, Durban, Buenos Aires, Rio de Janeiro, Montevideo, St. Helena, Ascension Island, Port Harcourt, Freetown, Gibraltar. Quite an impressive list for such a short commission.

We arrived in Rio de Janeiro on a perfect summery day in company with H.M.S. Lynx who had just joined the station. The approach into the harbour is most impressive. Copacabana beach stretches for miles in a smooth curve of clean sand, backed with hundreds of skyscrapers symmetrically lined up for height. The famous Sugar Loaf Mountain and the massive concrete figure of Christ overlooking the city must have been imprinted on the minds of all who have seen them.

Plenty of "rabbits" were bought, and semi-precious stones and butterfly trays proved very popular buys.

After an extremely pleasant nine-day visit to Rio we sailed on September 17 for Ascension Island and our short stay there, lasting 10 hours, was well used by our enthusiastic fishermen. Able Seaman Wright caught a 29-pound barracuda and this may well win the cup which is being presented for the largest fish caught during the commission.

We arrived at Port Harcourt for the Nigerian Independence Day celebrations and for the second time there we met with wonderful hospitality which is really something to be experienced. Two crocodile-hunting expeditions

were organised and although no crocs were bagged we thoroughly enjoyed shooting at empty beer cans—the beer was also good.

A concert was given to our kind hosts by the Squadron which was much appreciated and the ship's team managed to leave its name imprinted on the cup for the annual seven-a-side rugby competition.

"SHARKS AHOY"

Our next port of call was Luanda in Angola where we stayed for two days, meeting up with the Portuguese and South African frigates, all ex-Royal Navy ships, for the beginning of our exercises called "Capex."

The waters around Luanda are infested with sharks and at one time five could be seen in a cluster. The shark hook was streamed and Bren guns opened fire, but no luck, except for the sharks.

NO PANIC?

All this time we were preparing for Captain F (7)'s inspection and many hours were put in by the hands—even the Admiral's chief cook took up a paint brush and he did some good work. The whole feeling was "Do a



H.M.S. Puma—one of the four "Big Cats" of the Leopard class anti-aircraft frigates. Can be used as a medium type of destroyer in offensive operations. Others of this class are Jaguar, Leopard and Lynx

good job, but 'Pro bono publico—No so-and-so panic' and the great day arrived on October 19.

In the Chief's Mess plastic flowers were washed to give the appearance of early morning dew, and the Chief M. (E.) sprinkled his after-shave lotion over them. Captain (F) must have had a cold for he made no remarks about the exotic smell.

One enthusiastic sweeper painted the seats of the petty officers' heads, but the buzz that the buffer had a black circle round his stern was false, much to the relief of the sweeper concerned. The day came and went, leaving us all worn out but well satisfied.

We arrived in Simonstown on October 20 for a self-maintenance period of ten days and to give the hands a well-earned spell with a short week-end to each watch.

Another phase of "Capex" started on October 31 and, having embarked six neat little pilotless target aircraft,

we became the fleet aircraft carrier. The performance of a P.T.A. is very realistic. We haven't shot one down yet, but we may try to bribe the controller to hold it still for a short time in the hope that we will.

Our last few weeks on the station are expected to be busy with exercises, but we are looking forward to visiting Port Elizabeth for the first time, for a short week-end.

Very soon we shall be on our way home, arriving at Devonport on December 19, via St. Helena, Freetown and Gibraltar, having been away for 47 weeks. In this time we will have visited three continents and will have consumed about 740 gallons of rum (on board).

Provided the weather is suitable, we hope that Flora, our live puma, resident in Paignton Zoo, will be amongst those waiting on the jetty for us.

"READY TO LEAP."

Orpheus joins the Navy

H.M. Submarine Orpheus, the first of the new Oberon class was commissioned for service on November 22 under the command of Commander T. A. C. Clack, R.N. She was accepted from her builders, Vickers-Armstrongs (Shipbuilders) Ltd., at sea on November 25.

The Orpheus, which was launched on November 17, 1959, has a length of 295 feet 3 inches and a beam of 26 feet 6 inches. The superstructure is of light alloy.

Boats of this class are similar in design to the Porpoise class. They are equipped to fire homing torpedoes and have the latest in detection equipment. They are capable of high underwater speeds and have a very long endurance.

The diesel-electric main propulsion machinery is powered by Admiralty Standard Range diesel engines. In the case of the Orpheus, these were manufactured by Vickers-Armstrongs (Engineers) Ltd., and the English Electric Company provided the main propulsion generators, main motors and main controlling switchgear.

The ship's company of six officers and 61 ratings are provided with a high standard of accommodation and every effort has been made to provide sufficient amenities to counteract the effects of long patrols.

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"Up a creek." Ordinary Seaman Holness looks for crocodiles in Nigeria



Olympic swimmer opens new bowling alley

MISS NATALIE STEWARD AT GANGES

H.M.S. Ganges, the Juniors' Training Establishment at Shotley Gate near Ipswich, has become one of the first naval establishments to have its own bowling alley, and this should prove to be an enormous attraction to the 1,600 youngsters and instructors of Ganges.

The alley was built at a cost of £11,000 from non-public funds, the chief backer being the Nuffield Trust. Miss Natalie Steward, the Olympic swimming medallist, opened the alley



Miss Steward and Capt. Mackenzie at the opening ceremony. (Photo: R. A. Fisk, H.M.S. Ganges.)

on October 28 in the presence of the Commanding Officer, Captain H. S. Mackenzie, D.S.O. and Bar, D.S.C., Royal Navy, and a very large num-

ber of officers and instructors and juniors.

The charge made is 1s. per half hour (which includes the supply of some special thick, rubbered shoes), and special times have been allocated to the juniors, ship's company, officers and all-comers. The general idea is to encourage parties to take up the game.

To complete the enjoyment, the N.A.A.F.I. has installed machines at the back of the bowling alley from which hot coffee or chocolate can be obtained.

After the opening, Miss Steward gave a demonstration swim in the swimming baths and had a race with some of Ganges' best swimmers, giving them a suitable start. Needless to say, Miss Steward raced past them all with considerable ease, much to the delight of the crowded audience.

TYPHOON 'ELAINE' DID NOT PREVENT SCARBOROUGH DINING ADMIRAL

Medical Officer transferred in rough sea.

(BY OUR SPECIAL CORRESPONDENT)

SINCE our last Newsletter, H.M.S. Scarborough has, with the exception of a brief visit to Hong Kong in August, made steady progress in a westerly direction.

We had the privilege of wearing, for 24 hours, the flag of Rear-Admiral M. Le Fanu, D.S.C., Flag Officer Second in Command, Far East Station, prior to arrival at Hong Kong. During his visit Admiral Le Fanu toured the ship very thoroughly, and in spite of the weather he and his staff were dined by the wardroom. We later learnt that this notable event had coincided with our discovery of Typhoon "Elaine."

Typhoons occur most frequently in the South China Sea during the summer months. They are all given feminine names, no doubt because their actions are not always predictable. In the case of "Elaine," conditions never became particularly bad, although there were strong winds and a rough sea.

Opportunity was taken during the periods spent at Singapore to hold the 5th Frigate Squadron hockey and soccer competitions. H.M.S. Scarborough won the former, beating H.M.S. Torquay 2-1 in the final, but was knocked out of the soccer by H.M.S. Salisbury, the eventual winners, 4-2, after a 2-2 draw.

MEDICAL ASSISTANCE

The ship sailed from Singapore on September 26 for a period of two and a half weeks' detached duty. On the way to Colombo, a call for medical assistance was received from the 10,000-ton Polish cargo passenger liner Adolf Warski, and the medical officer (Surg. Lieut. G. M. Paterson, R.N.), who himself had a broken toe, was transferred by boat in rough weather and failing light. Because of the monsoon conditions it was not possible for him to return until he had been landed three and a half days later at Colombo.

The call was received because a 28-year-old woman passenger, Mrs. Sabina Dragonska, was in a coma, but fortunately she recovered sufficiently to carry on her journey home to Poland without requiring further

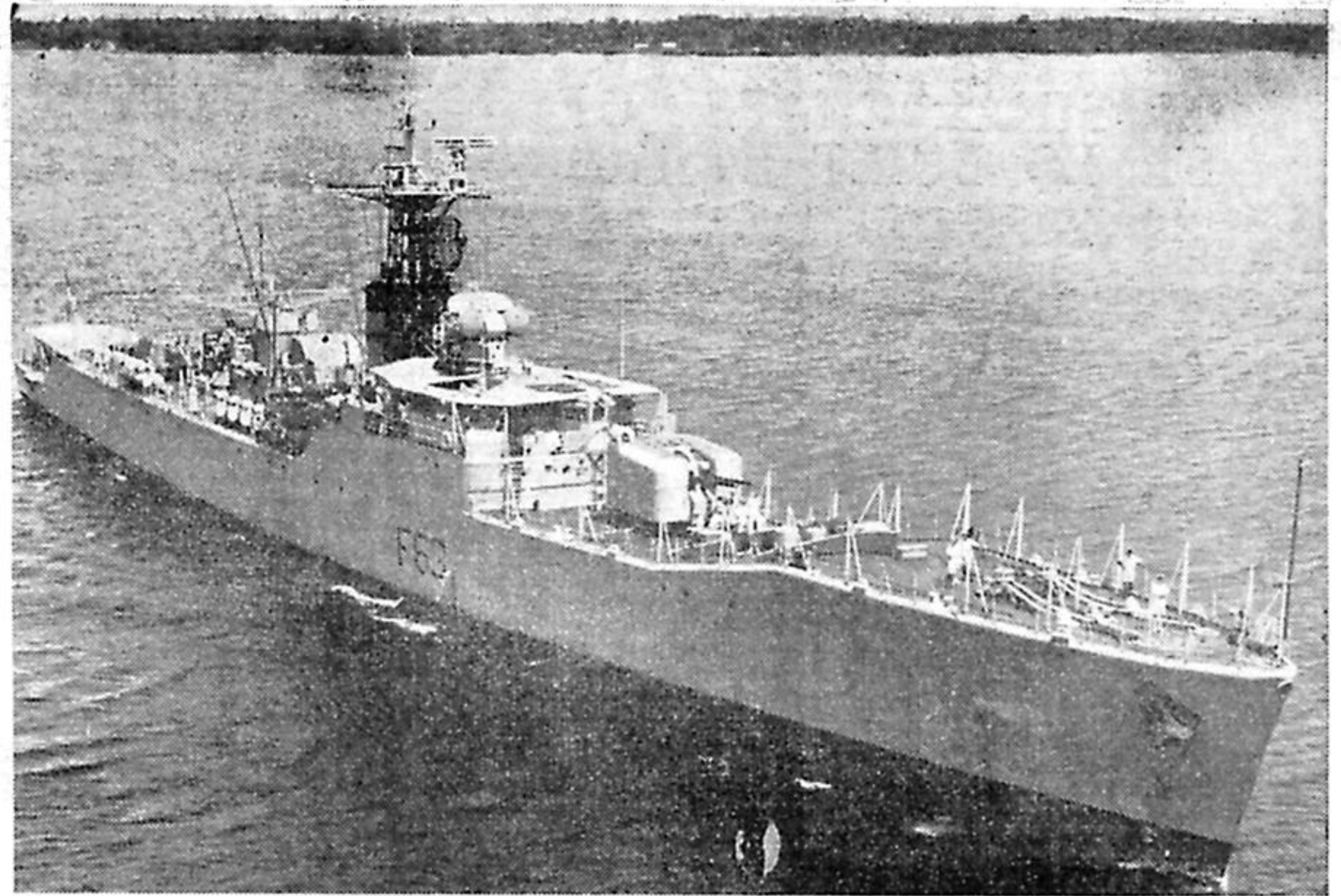
treatment. Our doctor, who had at the time just started to "grow a set," was disconcerted by the overwhelming supply of razors and electric shavers, but otherwise enjoyed his unusual experience.

At Colombo, H.M.S. Scarborough embarked His Highness Sultan Mohammed Farid Didi I, the Sultan of the Maldives, for the 30-hour passage to his capital at Male. The Maldives Islands are a 700-mile-long chain of low-lying coral atolls which run north-south of the south-west corner of the Indian Peninsula.

NO TURTLE SOUP

We then crossed the equator for a 24-hour visit to the island of Gan in the southernmost group of the Maldives, Addu Atoll. There, 550 R.A.F. personnel man one of the most isolated airfields in the world, and are very pleased to see any visitors. During our stay the ship was presented with a load of coconuts and a turtle by the President of the Local People's Council. The turtle had obviously met a shark in its younger days and was short of one flipper. After spending two hours tethered on the quarterdeck looking rather sad, it was decided, out of kindness, to return it to its natural element, the donor having by then departed.

H.M.S. Scarborough then returned to Male for a further two days. The atolls of the Maldives are "typical tropical islands"—palm trees, coral beaches and striking pale-green lagoons, and native sailing craft with white sails. One notable event during this second visit to Male was an exhibition rugby match staged by the ship. Over 1,000 spectators turned out to watch what is thought to have been the first game of its kind in the Maldives. The ball landed several times in the local jail, which flanked the pitch on one side, but was quickly returned—we understood that there were no inmates.



H.M.S. Scarborough, now on her way home from service in the Far East

BOMB DESTROYED

An unusual task followed at a place with an unusual name. A war-time Japanese explosive device had been reported washed up on the beach at Miladummadulu Atoll farther north in the Maldives. Our demolition party was landed by boat and quickly destroyed it. We then rejoined the Fleet at Trincomalee, in Ceylon.

The ship recently visited Karachi to take part in Exercise "Midlink." This was a Central Treaty Organisation Maritime Exercise, in which H.M. ships worked with others from the United States, Iran and Pakistan, and R.A.F., U.S.N., Pakistan and Turkish aircraft. The Central Treaty Organisation is the successor to the Baghdad Pact, and is the Middle Eastern equivalent of N.A.T.O. and S.E.A.T.O.

In the latter half of November, H.M.S. Scarborough visited East African ports with H.M.S. Albion and the Fifth Frigate Squadron as a final fling before our homeward passage to Portsmouth.

Figures from Ark Royal

CREST IS NOT A SMOKING SAUSAGE

IN the last ten months, mainly in the Mediterranean, the aircraft carrier H.M.S. Ark Royal has steamed 50,000 miles or twice round the world, and her 2,000 officers and men found, on their return home to Plymouth on October 3, that they had eaten 14½ miles of sausages, 95 tons of bread and 700 head of cattle.

The ship's engineering staff estimate they have carried out enough repairs to have kept 17 garages in the U.K. in business for a year—equivalent to making 20,500 saloon cars roadworthy—and the pay staff find they have paid out £400,000 to the ship's company, of which £21,000 was spent on postal orders and stamps.

The carrier's aircraft have flown 6,000 sorties—300 of them at night—and the steam catapults have worked overtime shooting into the air 1,900 Scimitars, 800 Sea Vixens and 300 Gannets. The helicopters on board made over 1,000 flights and all the aircraft logged over one million miles, using up 10,000 tons paraffin and 90,000 gallons petrol.

In their off-duty hours the officers and men of the ship smoked 12½ million cigarettes, 7,664 ounces of tobacco and 3,655 cigars. They drank 125,000 pints of beer. One hundred thousand tons of fresh water (twice the weight of the ship) was produced.

To prove they were not forgetful of the welfare of others outside their ship, they donated nearly £800 to four charities or appeals and to dependant relatives.

(In case readers think that Ark Royal ought to have a smoking sausage as its crest, our tame statistician points out that on an average each man ate two sausages per week and smoked about 17 cigarettes per day.)

GIRDLE NESS GAVE FIRST FILM SHOW SINCE GERMAN OCCUPATION

THE Guided Missile Trials Ship, H.M.S. Girdle Ness (Captain P. C. Lachlan, M.B.E., R.N.) recently visited the little island of Ios in the South Aegean.

When the Commanding Officer stepped ashore, accompanied by two of the ship's Commanders, they were warmly greeted by the old President, his brother from Chicago, two bearded priests, the island's three policemen, the harbour master and many others. After much handshaking the whole party got on to mules and, followed by a cavalcade, proceeded up the hill to the village.

Candy, ouzo and flowers were presented in the President's office and speeches made. After a walk round the village and a mule ride back to the jetty, the President and ten others were invited back to the ship.

FIRST FILM SHOW

As it was learned that they had not seen a film since the German occupation, on the following evening a cinema was rigged ashore in the garden of the only home with electricity. The whole village turned out to watch galloping dare-devil Cavaliers, in glorious Technicolor, fighting superior numbers of boot-faced Puritans. The film was rapturously received but it was never discovered what the audience thought it was all about.

MERCY DASH

As the local doctor was away, the ship's medical officer soon found himself with a queue of patients. On the last day, the doctor found a man with acute peritonitis, so he was taken on

board Girdle Ness and the ship sailed at full speed for Piraeus. On arrival the patient was transferred to a local hospital for an immediate operation.

H.M.S. Girdle Ness remained at Piraeus for a five-day visit. Many of the ship's company were entertained by the Athens Piraeus Electricity Company, against whom football was played, and by the local British residents and members of the N.A.T.O. staff. A popular trip was to a wine festival at a near-by village, where about 100 Greek wines could be sampled for the equivalent of 4s.

CAPTAIN WAS NOT TO BLAME

A BOARD of Inquiry has established that no blame attached to Lieutenant-Commander W. L. Owen, Royal Navy, commanding officer of H.M. Submarine Anchorite, which struck an uncharted rock in Hauraki Gulf, near Auckland, New Zealand, on October 3.

The Anchorite, attached to the Fourth Submarine Squadron based on Sydney, New South Wales, struck the rock at a depth of 110 ft. and shot to the service out of control. No one was injured.

Second Sea Lord at Harwich Naval Force Association Dinner

THE guest of honour at the 17th annual reunion dinner of the Harwich Naval Force (1914-1918) Association held during October was the Second Sea Lord, Admiral Sir St. John R. Tyrwhitt, son of the late Admiral of the Fleet Sir Reginald Tyrwhitt, who was Founder President of the Association.

Presiding over the dinner was Capt. P. L. Gunn, D.S.M., R.N. (Rtd.), the chairman being Lieut. A. A. Smith, R.N.V.R. (Rtd.).

The Second Sea Lord gave the company a glowing, up-to-date account of the Royal Navy. He attributed the smallness of the Navy to the gigantic cost of building new ships, but, if the quantity was small, this was made up for by the quality of men and materials and the wonderful improvement in messing (no more "straight rush"), marriage allowance, etc.

Long before he had finished speaking the older members came to the conclusion that they had been born at least 25 years too soon.

It was to be regretted that C.P.O. L. Symonds had to cancel his attendance at the last moment as he had promised to relate his experiences when serving in Torrent and Tornado. The Torrent being sunk he was transferred to Tornado which was also immediately sunk. He was finally rescued by Radiant. It was even more regrettable for at the dinner was Capt. D. C. Morrison who was serving in Radiant at the time and helped to rescue C.P.O. Symonds.

Another absentee this year was Leading Seaman F. H. Hide, D.S.M., who served aboard the block ship Intrepid during the Zeebrugge raid.

The "father" of the Association, Chief Armourer F. Levick, now in his 85th year was, much to his annoyance, prevented from attending by his relatives.

Admiral Sir William Tennant, who also spoke, expressed disappointment at not seeing any men from Concord/Lizard/Ferret. Should any men from these ships read this report of the dinner would they please contact the secretary of the Association, F. C. Thompson, 128 Snakes Lane, Southend on Sea.

GUINNESS
-HIM STRONG

G.E.3434.B

Churches of the Royal Navy

The dockyard Church with most unusual name

ORIGINAL CHAPEL OF ST. LO BUILT IN 1700

ONLY two churches in England are dedicated to St. Lo. One is at Sherington in Buckinghamshire and the other is the Dockyard Church, Devonport. St. Lo was Bishop of Coutances, in Normandy, in the year 529.

There seems little doubt that the dedication of the Dockyard Church to St. Lo was chosen because that was also the name of the Commissioner of the Yard (the office of Commissioner is now that of Admiral Superintendent), by whose "religious endeavours" the church was built in 1700.

DESTRUCTION BY FIRE

The church of 1700, which was in what is now the South Yard, was almost entirely destroyed by fire, probably, in 1799, but another church was built shortly afterwards.

In his "Panorama of Plymouth" (1821) Samuel Rowe wrote: "The chapel is opposite the Dockyard entrance gate and has recently been rebuilt in a neat and substantial manner with a tower and a set of bells. . . . The present edifice was erected at the expense of the government, but the piety and liberality of the founders of the old Chapel, which was commemorated in the following inscription over the South door, deserves to be rescued from oblivion." Then follows the wording of the Dedication Stone of the 1700 church: "In the 11th year of the reign of William III, A.D. 1700, this chapel was founded and built by the generous and pious contributions of officers and seamen belonging to a squadron of men-of-war paid off in this Yard (after a ten-year expensive war with France) being propagated and carried on by the industry and religious endeavours of George St. Lo, Commissioner of the said Yard and Comptroller of the said Pay."

SECOND DESTRUCTION

The second church was destroyed by enemy action on April 21, 1941. Apart from the Dedication Stone, the only survivals from the former churches are the eagle lectern, two eighteenth-century chalices and patens, and the pewter alms dish.

From 1941 until 1957 services were held in the church hall in the South Dockyard, fitted for use as a chapel and first used on June 8, 1941.

After 1941 many schemes for the rebuilding of the church, or its replacement, were discussed. Finally, in 1956, the Admiralty decided to restore the Kelly College Mission of St. Chad, which by then had become Admiralty

property, and was inside the Dockyard Extension area.

The restoration was completed and the rededication of the building as the Dockyard Church of St. Lo took place on June 7, 1957, the dedication ceremony being conducted by the Right Reverend Norman Clarke, LL.D., Bishop of Plymouth, assisted by the Venerable Archdeacon Frederick Darrell Bunt, O.B.E., M.A., Q.H.C., Chaplain of the Fleet.

HISTORY OF ST. CHADS

The headmaster of Kelly College supplied the following notes on the history of St. Chads:

"The foundation stone of the building, ground floor only, was laid on June 18, 1900, by the Commander-in-Chief, Plymouth, Admiral the Rt. Hon. Lord Charles T. D. M. Scott, K.C.B., and the following statement was placed under the foundation stone: 'The Kelly College Mission was established in 1896 in the district of St. James' Parish, Keyham, Devonport, under the name of St. Chads; the object being to provide for the spiritual wants of a large and congested population'

The ground floor was completed, and on October 2, 1901, was dedicated by the Bishop of Crediton. This left the church to be erected over it later when funds became available. On August 17, 1909, the foundation stone of the permanent Chapel of St. Chad was laid on the ground floor by Lady St. Levan. On March 1, 1910, the Bishop of Crediton dedicated the church under the patronage and title of St. Chad.

The dedication stones of St. Chad are now preserved inside the building alongside the St. Lo stone; and the "relics" have been replaced behind the new dedication tablet. The last service in the Kelly College Mission was held at Christmas, 1954. The building became Admiralty property soon afterwards, and the ground floor was used as a church hall for the dockyard from the spring of 1955.

The font, the altar and the stained-glass window now in the church have remained from its time as St. Chads.

GIFTS

The organ is constructed from the organ in the South Yard Chapel, part of the organ of St. James the Great,

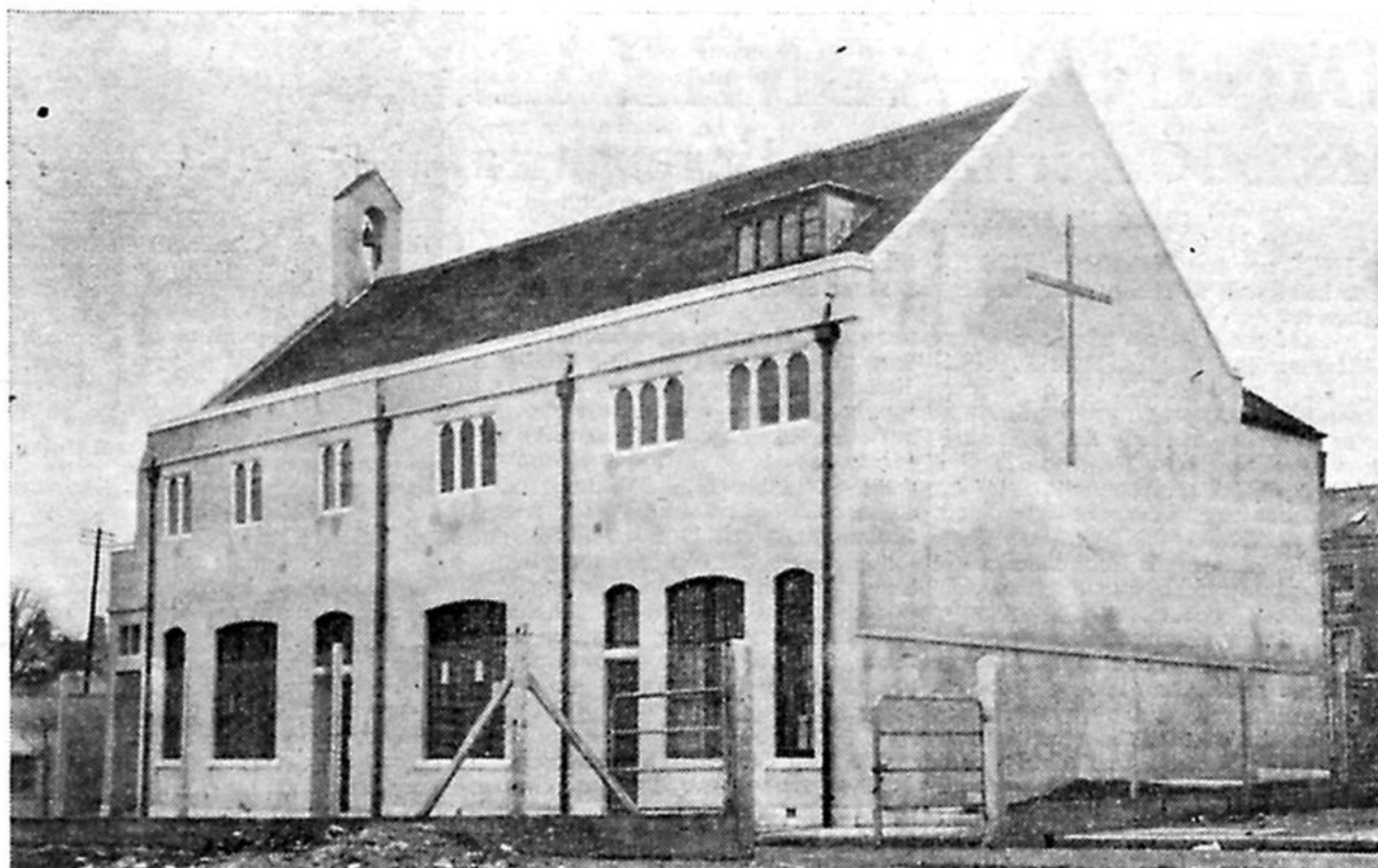
Keyham, and some new pipes. The Cross, Candlesticks, Frontals, Dossal and vestments of the Altar Ornaments are the gifts of the Ladies' Sewing Party. The Processional Cross is the gift of The Dockyard Church Recreational and Social Clubs (1862-1939).

The Dedication Tablet and the Communion Rails were made by the Constructive Manager's Department.

The choir stalls, sanctuary chair, pews and litany desk are from the church of St. James the Great, Keyham.

The work of reconstruction was mainly carried out by the various departments of the dockyard.

The Eagle Lectern was made in the dockyard in 1885. It is inscribed underneath: "Easter 1885. J. Wilson, Admiral Superintendent, Rev. W. Dickson, LL.D., Chaplain, W. H. Sharp, Staff Captain and J. Angear, Chief Constructor, Chapel Wardens." Inside the body of the eagle were discovered charred papers, burnt in the fire of 1941. On the plate inside are engraved the names W. Ollis and H. C. Gedge, probably the names of the craftsmen who made the lectern.



The Church of St. Lo, H.M. Dockyard, Devonport, originally the Kelly College Mission of St. Chad

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer

JX 152068 F. V. Davis, JX 156542 A. J. Riley, JX 581584 S. D. Robinson, JX 160123 E. Sharman, JX 162839 F. Dennis, JX 778402 T. Prince, JX 166675 N. Douglas, JX 777938 S. J. Cooper, JX 188585 R. D. Jones, JX 712140 W. S. Mitchell, JX 171065 R. Webster, JX 159945 E. N. MacDonald, JX 153781 J. H. Bowden, JX 158578 J. Thomas, JX 131610 T. Templeton, JX 161029 E. W. S. Austin, JX 154130 W. J. Fawley, JX 162514 E. V. Thomas, JX 175918 C. F. Trim, JX 143567 H. J. Nicklin, JX 161482 F. C. Wiseman, JX 152715 B. C. Kingham, JX 182118 D. Robbins, JX 246342 R. W. G. Beaver, JX 154698 L. P. Tapell, JX 245764 F. Morris, JX 712497 G. H. Becconsall, JX 712774 J. D. Harker, JX 153589 A. H. J. Edwards, JX 153356 H. J. C. Francis, JX 145143 L. C. Hardman, JX 801100 D. Fitzsimmons, JX 182059 S. C. Parvin, JX 371625 W. Peel

To Stores Chief Petty Officer

JX 875397 R. H. J. Mumford, MX 537144 J. R. D. Rodgers

To Acting Chief Engine Room Artificer

MX 909974 A. H. McDade, MX 803714 R. G. Sheldon, MX 5519 J. Owen, MX 55182 N. A. Jordan, MX 900210 H. J. Tait, MX 79442 T. O. Harrison, MX 715833 W. H. Bates, MX 608120 N. G. Aspinall, MX 608137 K. W. Hinks

To Chief Engineering Mechanic

KX 95479 J. R. Gillies, KX 99651 J. Gibb, KX 94069 G. E. Knowles, KX 86661

J. F. Nash, KX 90091 W. Eastwood, KX 99612 F. Sanders, KX 726000 N. A. O. Cooper, KX 917165 J. Thomas, KX 134098 T. G. Stanbridge, KX 102384 B. B. Britton, KX 97709 I. A. Currie, KX 147810 J. B. Marshall, KX 96883 F. J. Young, KX 94508 H. H. Pincott, KX 92195 N. R. Fowle, KX 98956 S. G. Robson, KX 90973 R. A. Willows, KX 98083 W. E. Palmer, KX 96116 J. Gale

To Acting Chief Electrical Artificer

MX 855605 A. W. J. Perry, MX 857478 R. H. Hurst, MX 833409 P. F. J. Smith

To Acting Chief Mechanician

KX 859547 R. Brown, KX 678658 G. F. Devlin

To Chief Shipwright Artificer

MX 88917 M. Beeston

To Chief Electrician

MX 758982 J. A. Redfern

To Acting Chief Radio Electrical Artificer

MX 833415 J. D. Frost, MX 667793 J. E. Mills

To Chief Radio Electrician

MX 849154 F. A. Perkin

To Chief Petty Officer Writer

MX 840934 S. Whitehouse, MX 791859 R. J. Sherry

To Chief Radio Communication Supervisor

JX 669565 J. C. Buick

To Sick Berth Chief Petty Officer

MX 111283 R. J. Bray, MX 73769 W. F. J. Tozer, MX 855362 D. M. C. Pope, MX 553445 T. G. Little, MX 65822 C. A. Gorrod, MX 73205 J. Conn, MX 775381 E. Faulkner

To Chief Petty Officer Cook(s)

MX 817356 R. A. Ballard

To Acting Chief Electrical Artificer (Air)

J. Fleming, L. F. 857475

To Chief Radio Electrician (Air)

M. E. F. Bromley, L. F. 870525



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

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Rating or Rank.....

Age next birthday.....NN



—and hunger, not of the belly kind that's
Banished with bacon and beans.
But the gnawing hunger of men for
A home and all that it means.

(APOLOGIES TO THE LATE DAN MCGREW)

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ONE OF FIRST IRONCLADS BEING BROKEN UP

THE departure to the shipbreakers at the end of September of an old coal-hulk from Sheerness would not appear to merit any mention, but in fact it brings to an end a record of 95 years' service afloat. The shabby old hulk with its array of six antiquated steam cranes which has lain in the Medway for 51 years was once H.M.S. Agincourt, one of the first of our ironclads. Her service started before steam had ousted sail in the British battle fleet and it now ends in a year which sees the launching of the first nuclear-propelled submarine.

Laid down in a dry dock by Lairds at Birkenhead in 1861 under the ill-fated name of Captain, which was changed very soon after to Agincourt, she was floated out in 1865 and completed in 1868. She and her sister ships Minotaur and Northumberland were the biggest ships in the British battle-fleet at the time and the largest single-screw fighting ships ever built. They were also the only ones to be rigged with five masts. She was iron-hulled with a displacement of 10,690 tons, length 400 feet, beam 59½ feet and a load draught of 27 feet. She was no beauty, on account of her ram bow, almost vertical stern, complete absence of sheer and flat wall-like sides, but below the water-line her lines were very fine and she had the reputation of being a steady gun platform and a most excellent sea-boat. This, however, did not prevent her being unhandy under steam and virtually unmanageable under sail.

A PIG TO HANDLE

Except with a strong breeze well abaft the beam, she refused to answer her helm under sail alone and the best speed she ever reached without steam was nine and a half knots under plain sail and port stunsails. It was not until the latter part of her active career that she was fitted with a steam steering engine, and until then a four-fold wheel, manned sufficiently for the weather conditions, was the only means of steering her. Certainly she must have been a bit of a pig to handle; 10,000 tons with hand steering is no joke. When carrying out turning trials under steam, her sister ship is recorded as having required 18 men on the wheel and 60 more on tiller-tackles to get the rudder over to 23 degrees at full power (14 knots).

Her armament comprised 28 muzzle-loading rifled guns, two nine-inch and 11 seven-inch on each broadside, with a seven-inch chase-gun under the forecastle and another under the poop.

Agincourt was technically an iron-built ironclad. Her armour, five and a half inches thick at the beam and tapering to four and a half inches at the ends, was laid on a teak backing nine inches thick which in turn was secured to hull plating five-eighths of an inch thick.

Her first task after completion was the unusual one, for a battleship, of towing a floating dock to Madeira on the first leg of its long haul to Bermuda. In this she was helped by her

fortnight of what must have been the only period when the Board of Admiralty took executive command of a fleet. This innovation did not appear to give satisfaction to all contemporary observers.

In 1871 she was nearly lost by grounding hard on the Pearl Rock, west of Gibraltar. After three days work to lighten her of all her guns and movable weights, the combined pull of all the available tugs and of the Hercules got her off to the cheers of the fleet. She returned home for docking under her own steam.

After a two-year spell as Flagship of the Channel Squadron while the Minotaur was refitting, she was refitted herself and in 1877 she was commissioned as the second flagship in the Mediterranean and took part in the demonstration in the Dardanelles in 1878 which sobered Russian policy and led to the Berlin Congress.

HARBOUR SERVICE

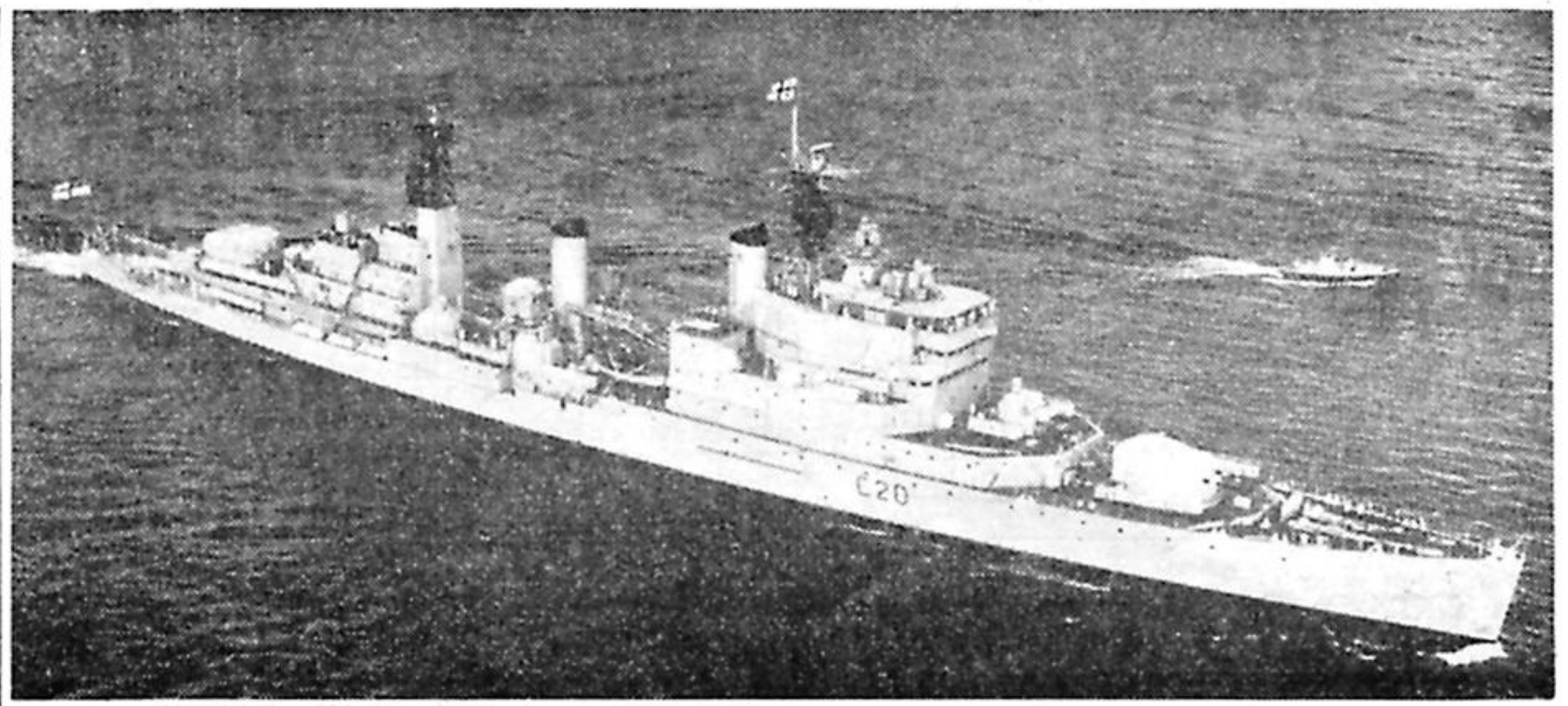
There followed another 11 years as second flagship in the Channel Squadron. She took part in the Jubilee Review of 1887 and that was the end of a 14-year partnership with her elder sister Minotaur. She was relegated to harbour service in 1889 and refitted as a training ship for service first at Chatham, then at Portland and finally at Harwich, her name being changed to Boscawen III and Ganges II as she moved from place to place. As Ganges II she had only three masts and single fore and mainyards for the exercise of the boys, but she retained her two funnels.

Finally plans were drawn up in 1908 for her conversion to a coal hulk and the work was done at Chatham. The drawings have been dug out recently and show the armour to be removed from her sides, her decks to be stripped out and bulkheads reduced to form four vast holds stowing 10,000 tons of coal.

After conversion, she went to Sheerness and there she has lain ever since with three anchors out forward and three aft.

SCRAP VALUE

In this half century, the only trip she took was to Chatham, where she docked in 1922. The young constructor in charge of her docking, who retired as general manager of the yard this year, well remembers the smell arising from the growth of seaweed and



H.M.S. Tiger leaving Malta for the United Kingdom after an eventful year in the Mediterranean

H.M.S. Tiger returns after a year in the Mediterranean

BERMUDA TAKES OVER

ON October 11, H.M.S. Tiger (Captain R. E. Hutchins, D.S.C., Royal Navy) left Malta for the last time before returning to the United Kingdom, after a year's service in the Mediterranean Fleet. Her last task in the Mediterranean was to be the flagship of Rear-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., Flag Officer Flotillas, Mediterranean, while he conducted a Joint Exercise with ships of the Spanish Navy. As well as destroyers, frigates and submarines of the British and Spanish Navies, aircraft of the Royal Air Force, Fleet Air Arm and Spanish Air Force took part. After the exercise, H.M.S. Tiger met H.M.S. Bermuda, which is taking her place in the Mediterranean Fleet, at Gibraltar.

Since leaving Portsmouth on November 27, 1959, Tiger has been the Flagship of the Flag Officer Flotillas, Mediterranean.

A large part of the task of showing the flag at foreign ports fell upon Tiger's Royal Marine band and detachment, who beat retreat at many of the ports visited and gave one of their best performances when a combined band from Tiger and Ark Royal played at British Day at the Barcelona Trade Fair, in June, 1960.

When Tiger was at Menton she was the first unit of the British armed services to salute the birth of Prince Andrew. Within an hour of the news being broadcast over the B.B.C., a 21-gun salute echoed around one part of the Cote d'Azur.

On August 16, 1959, Tiger attended the 14th anniversary of the Allied Invasion of the South of France at Theoule, and later during that month

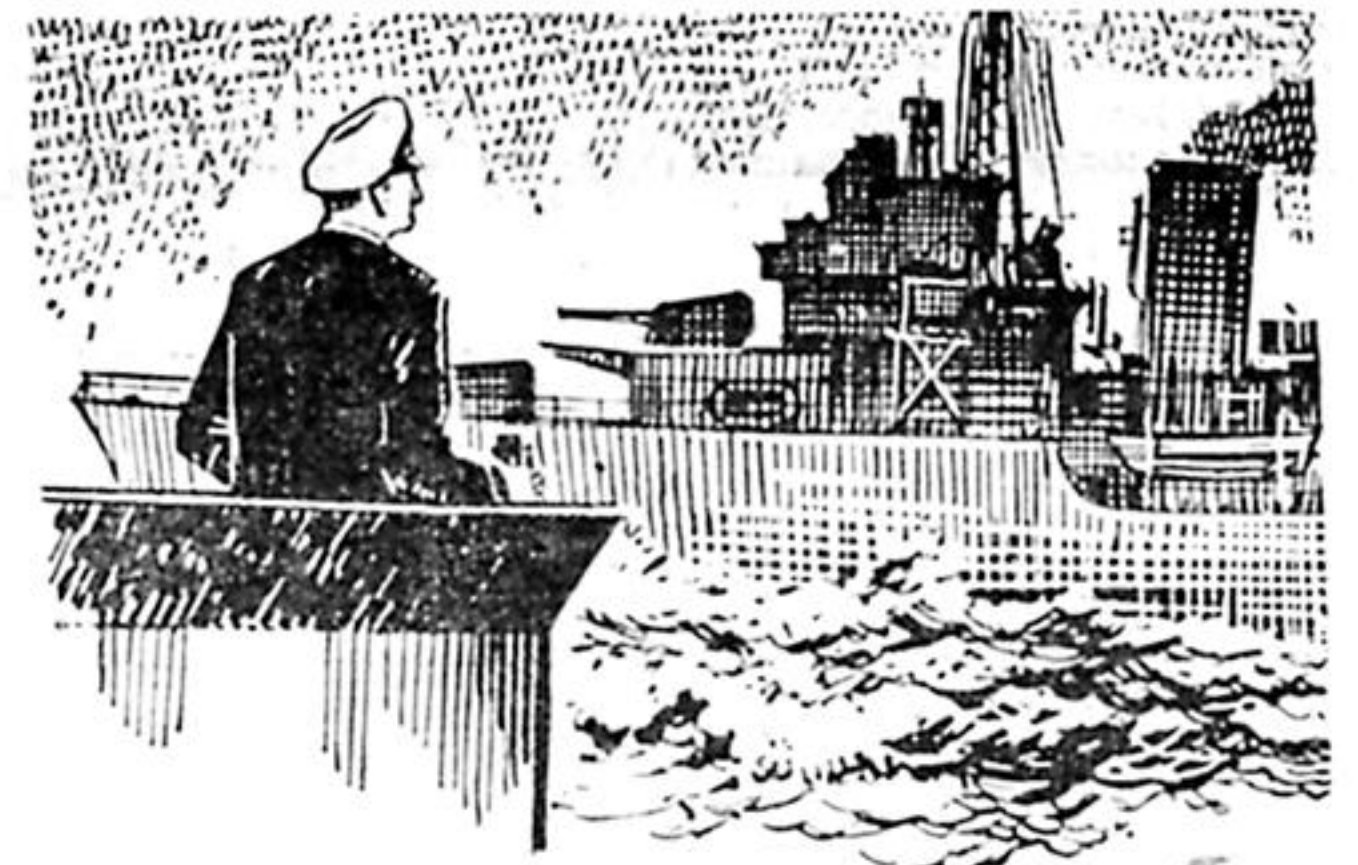
mussels revealed when she docked.

Built at a cost of £459,000, refitted nine years later at £77,000 and converted to a training ship at a cost of £43,000 and a coal hulk after 41 years service at £34,000, she has now fetched over £50,000 as scrap. She has served well. J. Y. T.

GOOD WORKS

Throughout this period the ship's company has collected nearly £275 to be presented to the Guide Dog for the Blind Association. A dog called Tiger has been trained and was brought on board with its blind owner on November 2, when Captain Hutchins presented the cheque to the Association. This money will have paid for the dog, and the training of both dog and owner, and ensures free veterinary treatment for life. Unused foreign coins, sweepstakes and sustained personal generosity on the part of the ship's company have been the major sources of this charity, which has aroused keen interest on board.

Tiger has entertained Italian, Corsican, Spanish and Greek children from poor homes and orphanages and a travelling concert party under Sailmaker Quinell, with members of the Royal Marine Band, has also visited many hospitals for spastics in foreign countries.



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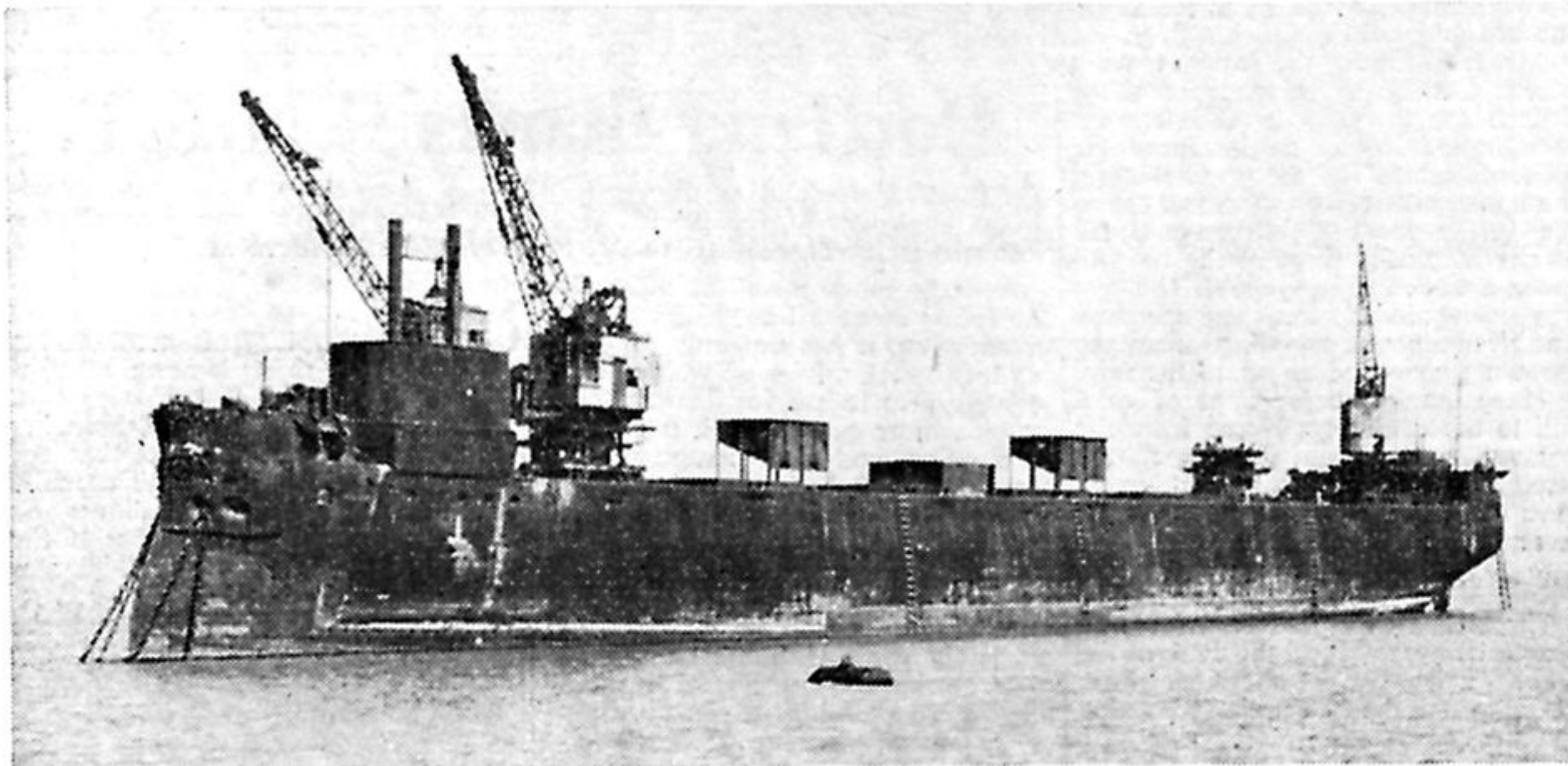


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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN



Coal hulk C109, ex Ganges II, ex Boscawen III, ex H.M.S. Agincourt—one of the first ironclads

sister ship Northumberland and she carried 500 tons of coal in bags on the upper deck to supplement her bunkers. The tow, in tandem, with Agincourt in the lead took 11 days and is described as uneventful. How the quartermasters in charge of the hand-steering parties described it is not recorded.

FLAGSHIP

Agincourt was then commissioned as the flagship of the second-in-command of the Channel Squadron and while wearing the flag of Rear-Admiral Astley Cooper Key, the great uncle of the wife of the present Admiral Superintendent of Chatham Dockyard, she embarked the Board of Admiralty and hoisted the Admiralty Flag for a

THE WORLD'S WARSHIPS

A NEW and revised edition of "The World's Warships" by R. V. B. Blackman, A.M.I.N.A., A.I.Mar.E., the editor of that incomparable book of the navies of the world, Jane's Fighting Ships, has been published.

Containing 119 photographs of the world's warships, this new edition (Macdonald & Co. Ltd., 15s.) will give enormous pleasure and interest—and up-to-date knowledge—to all those interested in naval ships.

All the aircraft carriers, battleships, battle cruisers, guided-missile ships, cruisers, destroyers, frigates and submarines of the principal maritime powers are fully described and the

arrangement of ships is by categories. Mr. Blackman has brought to this edition all the knowledge we have come to expect in Jane's and whilst the photographs will appeal to everyone, the keen student of naval affairs will find the book invaluable. Over 1,800 ships are named in the book which has a coloured photograph of U.S.S. Nautilus, the world's first atomic-powered submarine. AYCHARBEE



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

Association is link between Past and Future

FANTASTIC KNOWLEDGE OF SAILOR OF TODAY

Nearly 300 at Portsmouth Dinner

THERE is something about an annual dinner which defies description. There is a feeling of happiness which envelopes everyone, calls forth a smile, a happy nod, a cheerful greeting and brings everyone into a circle of good fellowship. And when the dinner is a Royal Naval Association affair this feeling of comradeship is even more apparent.

And so it was on Friday, November 18, when about 280 members of the Portsmouth branch of the Royal Naval Association and their friends held their annual dinner. I think everyone present would agree that it was "a really happy party."

The guest of honour was the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power.

The president of the branch, Capt. G. C. Colville, after a most splendid dinner (how do people manage to dance after such a dinner?), proposed the Loyal Toast after reading telegrams to and from Her Majesty.

SHIPMATE ADMIRAL

Lieut.-Cdr. Noble, vice-president, welcomed the guests, and, disdaining the use of a microphone in a voice which the Commander-in-Chief said later could have been used at a time when masts, sails and yards were the order of the day, set the seal on the speeches by referring to the chief guest as "Shipmate" Admiral.

The other official guests were Lady Power (wife of the Commander-in-Chief), whose work for the King

George V Fund for Sailors was well known in the port. Cdr. Knight, commanding officer of H.M.S. Wakeful (whom the vice-president hoped to make a shipmate before the evening ended), Superintendent Nursing Sisters Collins and Fry, Mr. and Mrs. Liddle, the Superintendent and Lady Superintendent of the R.N. and R.M. Children's Home, Mr. Lennox, the Superintendent Electrical Engineer of H.M. Dockyard, and members from other branches and kindred associations.

In thanking Lieut.-Cdr. Noble for his welcome the Commander-in-Chief felt that it was hardly appropriate that he should reply for the guests, for the proposer of the toast was quite correct in referring to him as "Shipmate" Admiral, as he was a member of the Portsmouth branch.

OLD AND SPRIGHTLY

Calling himself a "reasonably modern Admiral" he did not disdain the use of the "mike."

"It was comforting," he said, "to see so many of the 800 odd members of the Portsmouth branch present," and looking around the room he mentioned the fact that the membership was not confined to the "old and bold." "There are a number of young and sprightly chaps," and, referring to the oldest member of the Portsmouth branch, Shipmate Richardson, a mere 95 or so, "there are a number of old and sprightly ones too."

Admiral Power mentioned that although it was a fairly common thing

for service associations to fade away through deaths, he was confident that the Royal Naval Association would not fade away, as it was being constantly renewed by people leaving the service.

'BLACK BOXES'

Although some groan about the Navy and "flog the cat" whilst serving, there is no doubt that departure from the service leaves a great gap and this gap the Association fills, enabling ex-Service men to meet the young serving man and to find out what is happening in the Royal Navy today. "It enables one to tell those somewhat untruthful stories of the past to the young ones and to tell them how we lived before the day of the black boxes."

"The Association is an invaluable link between the past we knew and the future the young are entering," he said. "The old ones can learn of the difficulties the youngsters in the Navy face—the fantastic amount of knowledge they have to absorb if they are to reach the senior ranks and ratings of the service."

As an example of what he meant Admiral Power said that 46 years ago he accompanied his mother when she visited Birkenhead to launch the cruiser Caroline. The building of such a ship in those days was a comparatively simple matter. From the laying of the keel plate to commissioning for trials took 11 months.

He went on to say that it was still a comparatively easy matter to build a hull of the size of the Caroline in 11 months, but the mechanism, the "black boxes" which had to be dealt with, the electric cables which needed individual attention, took much longer. There is such a degree of complication that a thorough knowledge of their subject was imperative in the young man today.

WORTHY SUCCESSORS

In offering his congratulations to the branch for such a large and enthusiastic membership, and, on behalf of all the guests, thanking the branch for its excellent dinner, the Commander-in-Chief said that "the naval man of today is doing a jolly good job of work and is a worthy successor to the old and bold."

Mr. J. R. Liddle, the Superintendent of the Children's Home, thanked the branch for the very great interest it took in the Home. He instanced the gifts of stamps for the philatelists in the home, gifts of fireworks and cakes, the parties for the children and the arrangements for three of the boys to spend a week in Foudroyant. The cost was seven guineas a week and each boy was given a pound spending money the moment he stepped on board the ship.

These tangible expressions of good will to the Children's Home from the Portsmouth branch of the Association reminded him of "In as much as we have done this to the least of one of these, ye have done it unto Me."

ONE OF THE BEST

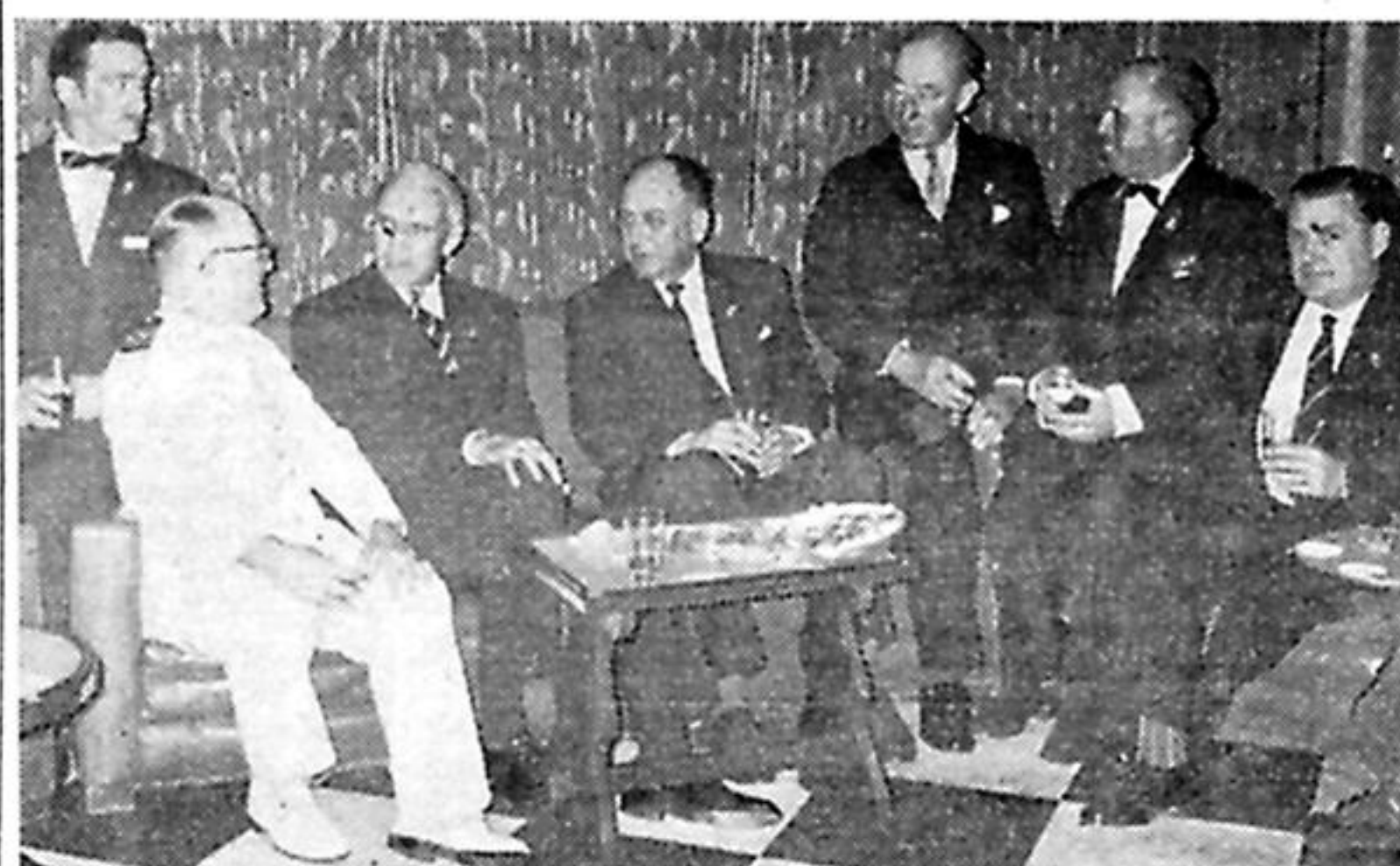
The chairman of the branch, Shipmate L. Bray, reviewed the work of the branch saying that the almoner's work, the interest in the Children's Home, the continuance of good fellowship and comradeship, would go on and on.

He concluded by paying the appreciation of the branch to its president, Capt. Colville, saying he was "one of the best."

With old-world courtesy Shipmate R. Richardson presented Lady Power with a bouquet as a token of thanks for the way in which she works for naval families.

This grand occasion concluded with a dance which went on until the wee sma' hours and which was thoroughly enjoyed by everyone.

The Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, himself a submariner, was among the guests at the annual dinner of the Submarine Old Comrades' Association at Portsmouth on November 19.



Left to right: Shipmate G. Haddon (secretary), Capt. Lloyd (Cdr. of R.M.S. Edinburgh Castle), Vice-Admiral Sir Dymock Watson (President Cape Town branch, R.N. Association), Rear-Admiral H. H. Biermann, S.A.N., Admiral Sir Herbert Packer, Shipmate G. Ludvigson and Shipmate G. Andrew (Chairman Cape Town branch, R.N. Association). (Photo.—Cape Argus.)

THREE ADMIRALS AT CAPE TOWN DINNER

Farewell to President

THREE flag officers attended the annual dinner of the Cape Town branch of the Royal Naval Association on October 26. The function was, possibly, unique in that it was held on board a merchant vessel, R.M.S. Edinburgh Castle, riding snugly at her berth at Cape Town.

The flag officers were Admiral Sir Herbert Packer, K.C.B., C.B.E., Vice-Admiral Sir Dymock Watson, K.C.B., C.B.E., and the Chief of Naval Staff of the South African Navy, Rear-Admiral H. H. Biermann, S.S.A., O.B.E.

Opportunity was taken at this Trafalgar dinner to say farewell to the president of the branch—the Commander-in-Chief, South Atlantic and South America Station, Vice-Admiral Watson—who is returning to the United Kingdom.

The occasion was the very first function when all ex officio V.I.P.s. were in attendance at the same time and the first occasion when the Commanders-in-Chief of the Royal Navy and South African Navy were together at one of the Association dinners.

Several members of the branch were privileged to go to sea for the day in H.M.S. Puma or the South African Navy frigate S.A.S. Vrystaat during Exercise "Capex." The shipmates considered the day at sea a worth-while, instructive and most enjoyable outing, and an eye-opener as to the modern developments which have taken place since the members were at sea during the Second World War.

The Cape Town branch is at present making its final arrangements for the annual Church Parade and is also gathering together the "loose ends" for the annual dance which is being organised with the local branch of the R.A.F. Association.

NAVY NEWS is asked to convey the good wishes of the Cape Town branches to all other branches of the Association.

Social activities at Newton Abbot

THE Newton Abbot branch of the Royal Naval Association held its annual Christmas Fayre on November 19 and it was very well attended by members and friends.

The event was opened by Mrs. W. R. Gilbert, who was introduced by the president of the branch, Capt. E. C. Fenton, R.N. (Rtd.). Afterwards Mrs. Gilbert was accompanied round the "Fayre" by Mrs. M. Mills, chairman of the Ladies' committee which organised the event, Capt. and Mrs. Fenton, Reverend G. J. Clapp, the branch padre, and Mr. W. G. Langridge, chairman of the branch.

Various functions have been well attended since the opening of the social season last September and the branch Standard (Standard Bearer Shipmate R. Dolbear) has been in evidence on several occasions including the Torquay Festival of Remembrance and the Newton Abbot Remembrance Sunday Memorial Service and Parade, and, of course, the Annual Reunion of the Association at Festival Hall when a coach load of shipmates made the trip.

The branch is looking forward to more activities in December and January, the chief of these being the trip to Plymouth on December 10, the combined Christmas and New Year Party on January 7 and the children's party on January 14.

Portland thanks R.N.B.T.

BEFORE giving news of the Portland branch of the Royal Naval Association the chairman of the branch writes: "I would like to comment on the Editorial in the November issue re the Royal Naval Benevolent Trust."

As chairman and welfare officer for the four years the branch has been in commission, it has not only fallen to my lot to seek advice on welfare matters but also to ask for financial support on more cases than it is possible to mention, and I can assure you all the cases have had sympathetic consideration and immediate action taken.

I have had the pleasure of visiting the head office at Portsmouth and the welcome and courtesy I received was an education. Each case was well and efficiently dealt with and it did not matter whether the appeal was for serving or ex-serving people.

I would like to say, publicly, thank you, the Royal Naval Benevolent Trust, for all you do to assist our Association in striving to do what it stands for."

The local Standard has been seen at the Battle of Britain Sunday Parade, at the Annual Reunion and at the Remembrance Sunday Parade. Shipmate Dave Jones being the Standard Bearer.

The shipmates who went to the Parade and Reunion thought it was an improvement all round, but the Association still lacks the publicity it deserves when one sees the amount of time and work it must take to make the turn-out such a success.

CHUMMY SHIP

The Weymouth branch has just commissioned and Portland now has a real "chummy ship." When the paint

dries on her ship sides Portland will be pulling alongside to assist in maintaining that spirit of comradeship which always exists among men of the sea.

In sending greetings to all branches the Portland reporter states that the dance committee is working really hard to make the Christmas dinner and dance to be held on December 16 the biggest possible success. Shipmates in the area know full well how Portland looks after its guests and the members promise a real night out to shipmates and their wives who let the secretary know they are coming.

FIRST SEA LORD AT TRURO

THE Truro branch of the Royal Naval Association had every reason to "splice the main brace" recently. The members were honoured to receive a visit from the First Sea Lord, Admiral Sir Caspar John.

The First Sea Lord was welcomed at the branch's headquarters, the Swan Hotel, Truro, by one of the branch vice-presidents, Shipmate F. J. Albon.

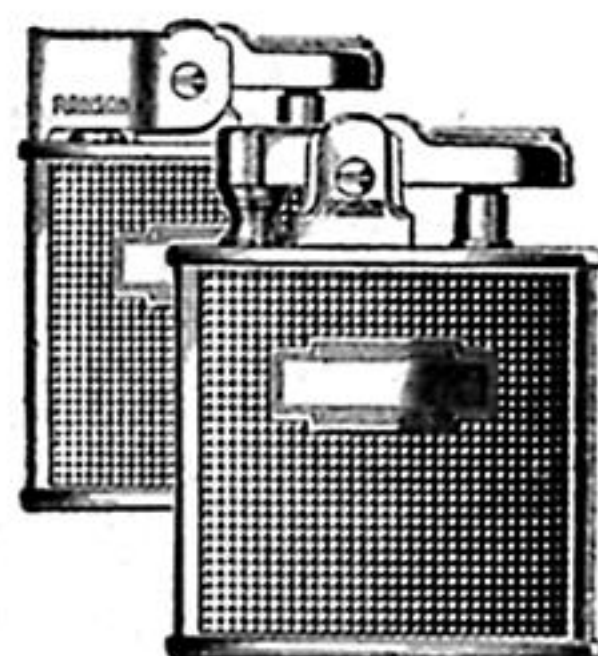
The branch president, Shipmate Lieut.-Cdr. B. E. Penrose, thanked the First Sea Lord for his visit and signalled "splice the main brace," which was followed by an evening of conviviality.

We will remember them

Shipmate D. Lowry, a member of Belfast branch.
Shipmate Harry N. Burr, a member of Herts branch.
Shipmate Joe Way—a member of Portland branch.



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Golden City's Trafalgar Ball a great success

THE Trafalgar Ball of the Johannesburg branch of the Royal Naval Association, held on October 21, was a great success. An excellent band, cabaret, good food, and very good company made it a wonderful evening.

Just to make the Scots present homesick a piper played appropriate airs.

The ballroom was decorated with Commonwealth flags, and the centre piece was a mast (copied from the mast at H.M.S. Ganges) flying Nelson's famous signal. The "skipper" and "paybob" made the mast and Shipmates Harker and Parker spent many hours making the small flags out of bunting, the flags being miniatures of the real ones.

The parade and church service was held on October 23, over a 100 ex-Service men and women being on parade. Led by the Sea Cadet Band and Sea Cadet Guard of Honour, the march through the streets in the evening was quite a show. It is hoped to make this an annual parade.

HERTS BRANCH HONOURS ITS HOST

FOR nearly the whole of the Herts branch of the Royal Naval Association's 22 years, its headquarters have been the White Hart Hotel, Hertford, and recently Mr. Claude Watson, "mine host" for many years, who has rendered great service not only to Herts branch but also to the Royal Naval Association, retired.

To mark their appreciation of his outstanding service to the branch the members of Herts branch extended honorary membership to Mr. Watson and presented Mrs. Watson with a Royal Naval Crown brooch. A large muster of shipmates and their ladies attended the social evening, held during October, to offer their felicitations to Mr. and Mrs. Watson.

The branch regrets to report the death of one of its oldest members—Shipmate Harry N. Burr—at the age of 80. During the South African War he served with the Naval Brigade.

Arrangements are in hand for a Christmas bazaar and an "Old Time" dance, and the Shire Hall at Hertford has been booked for Saturday, February 18, when the branch will be holding its next really big function.

OPEN-AIR CHRISTMAS PARTY

The branch Christmas party will be held on December 17. Open air as usual—and fancy dress. The "Jaunty" has once again put his residence at the disposal of the members.

High-light of the evening will be the finals of the "Uckers contest." Following this will be a cabaret (the branch's own can-can group) made up of three shipmates and three shipmates.

Johannesburg's chummy ship is the Shabani branch in Rhodesia. Already shipmates have travelled from Shabani, and recently the branch "scribes." Shipmate Eyres and Shipmate Eyres paid a return visit to the Shabani branch dance. Distance—just a few hundred miles!

R.N.A. Branch formed at Peterborough

NUMBER 8 Area of the Royal Naval Association, which covers Warwickshire, Staffordshire, Northants, Shropshire, Leicester and Rutland, gained a new branch during the latter end of the summer.

On August 23 Peterborough branch was formed, the president being Councillor Cross, vice-president, Mr. Fowler, chairman, Shipmate A. G. Blows, secretary, Shipmate R. Beniston and treasurer, Shipmate Garbett.

The branch has started off on a firm footing with 33 paid-up members and the secretary is certain that this figure will be increased considerably in a very short space of time.

The National Council Member, Shipmate G. E. Young, attended the inaugural meeting which took place at the Haig Memorial Hall and was attended by a large gathering of prospective shipmates together with their wives and friends.

Shipmate Young said that the excellent attendance augured well for the future of the new branch. Wishing the fledgling a long and happy commission he reminded members that the aim of the Association was to carry on the spirit of comradeship they had found during their service life, and also to help other less fortunate ex-service personnel.

The meeting was followed by a happy social evening which was thoroughly enjoyed by all present and which it is hoped will be the forerunner of many such occasions.



The Mayor and Mayoress of Bangor join the R.N.A. at a coffee party. Seated from left: Mrs. A. E. Greenfield, chairman of Ladies' Committee; Mrs. Valentine, the Mayoress; the Mayor (Alderman C. A. Valentine); Mrs. F. Logan, Ladies' president; and Mrs. J. Norman (secretary/treasurer Ladies' Committee). Standing from left: Councillor Mrs. A. Levine, Mrs. Tunnicliffe, Shipmate W. W. Tunnicliffe, Shipmate Frank Goldstein (club president), Shipmate B. E. Cook (branch honorary secretary); Shipmate E. J. Rohu (area honorary secretary). (Photo.—G. H. Pidduck, Bangor)

Ship's company entertained at Mountbatten House TYNE PRESENTS PLAQUE TO BANGOR BRANCH

DURING the three-day visit of H.M.S. Tyne to Bangor, County Down, in October the Bangor Branch of the Royal Naval Association welcomed the sailors to their headquarters and Club, Mountbatten House.

Nearly one hundred of the ship's company were entertained on October 14 to a social evening, for which the Ladies' Committee had provided an ample supply of refreshments. A ship's plaque was presented to the branch by Master-at-Arms Childs on behalf of the ship in appreciation of the facilities provided for the ship's company.

Capt. R. E. Roe, the Commanding Officer, accompanied by five other officers, inspected the branch premises on Sunday morning. Two of the branch officials, Lieut. W. L. Irwin, R.M., and Cdr. J. A. Crawford, R.N., and their wives, joined Capt. Roe on board H.M.S. Tyne for lunch on Sunday. The Commanding Officer of the

Royal Sussex Regiment and Mrs. Dixon were also present.

The Bangor branch are very proud to have received a framed photograph of H.M.S. Tyne from Capt. Roe, and this will join the ship's plaque in Mountbatten House.

MAYORESS OPENS COFFEE PARTY

The Mayor and Mayoress of Bangor (Alderman and Mrs. C. A. Valentine) were guests at a successful coffee party held by the Ladies' Committee of the Royal Naval Association (Bangor Branch) in Mountbatten House on October 22.

The Mayoress was received by Mr. Frank Goldstein, club president; Shipmate B. E. Cook, hon. secretary; and two officers of the Ladies' Committee, Mrs. A. Greenfield and Mrs. J. Norman.

The Mayoress said the Royal Naval Association was an excellent organisation and they did a lot of very good work. Capt. Roe, of H.M.S. Tyne, had told her that he and his men appreciated all the facilities which had been provided for them.

In declaring the coffee party open she asked everyone to give of their utmost in support of the Branch Benevolent Fund. The Mayoress was presented with a bouquet by Shipmate Frank Goldstein.

The sum of £36 was raised on behalf of the Benevolent Fund. The Ladies' Committee were congratulated on this achievement by the branch honorary secretary, Shipmate B. E. Cook, who also thanked the Mayor and Mayoress for coming along. "The branch were very privileged," he said, "that they were able to attend in view of the many commitments the Mayor and Mayoress had."

The Royal Navy should have more publicity BELFAST'S SUCCESSFUL DINNER

THE guest of honour at the annual dinner of the Belfast branch of the Royal Naval Association held on November 4 was Captain The Earl of Roden, R.N. (Retd.). As it was his first visit to Belfast since he became president of the Newtownards branch, the Belfast shipmates felt privileged that the occasion of their dinner enabled him to meet so many shipmates from all over the area.

The "Ards" shipmates are to be congratulated, for it is felt that their new president will prove a tower of strength to the Irish area.

Cdr. L. W. H. Taylor, who was accompanied by Cdr. Baird, apologised for the absence of the Senior Naval Officer, Northern Ireland, who was attending the Belfast Master Mariners' dinner that evening.

In proposing the toast of the Royal Naval Association, Cdr. Taylor held everyone's attention with a succinct account of life in the Royal Navy today.

Captain the Earl of Roden aptly responded and shipmates were very pleased and heartened to hear that the speaker hopes to meet all branches frequently. Unfortunately he was crossing to England that night and could not stay long, but the Belfast members thank him for attending the dinner and hope that he will have many more "full" evenings with them.

Cdr. D. Murison, R.N., who apologised for the absence of Capt. J. Roberts, R.N.A.Yd. Sydenham, proposed the toast of "The Belfast Branch." His informative and witty speech had shipmates rocking.

In his reply Shipmate Lieut. R. D. Rolston, R.N.R. (vice-president), declared that the "Silent Service" should let the general public know more of its achievements, and proposed that the launching of H.M.S. Dreadnought did not receive greater publicity.

The chairman of the Burma Star

Association, Major Oliver, ex-Gurkha Rifles, replied to the toast of "Our Guests" proposed by Shipmate Maxwell.

Major Oliver, in a reminiscent mood, related his experiences with the Royal Navy during the Burma campaign. His amazing interpretations of terms in the naval vocabulary had those present holding their sides, and he wound up

British Legion. The Indian Naval Service was also represented.

During the evening the company was entertained in story and song by Messrs. A. Dempster, J. Miller, J. Thompson, A. Killen, T. Wilson and B. Graham.

The annual Trafalgar Parade gave the public an opportunity to see the strength of the Belfast branch; and again on Remembrance Sunday the branch led by the Ormeau military band presented a fine appearance.

At both of these parades the Area Standard was in the van—Shipmate Barlow, Bangor branch, being Area Standard Bearer. Area and Belfast shipmates also participated in the wreath-laying ceremony on Sunday morning, again enjoying the hospitality of the Lord Mayor.

Preparations are in hand for the children's party which again will be



Lieut. R. D. Rolston, R.N.R. (vice-president), Captain the Earl of Roden, R.N. (ret.), Lieut. C. A. Maxwell, R.N. (ret.), Cdr. L. W. H. Taylor, R.N. (H.M.S. Sea Eagle), Cdr. D. G. Morison, R.N. (R.N.A.Y. Sydenham) and Lieut.-Cdr. A. Glendinning, R.D., R.N.R. (President, Portadown branch). (Photo.—George Craig, Belfast.)

the speeches amidst thunderous applause.

In addition to shipmates from Bangor, Newtownards, Mid Antrim and Portadown, other guests included representatives from the Royal Artillery Association, Royal Ulster Rifles O.C.A., Royal Inniskillings O.C.A., and the Naval Branch of the

held on board H.M.S. "Caroline" by courtesy of Capt. R. Robson, R.D., Commanding Officer of Ulster Division, R.N.R.

The success of our dinner and the two parades is very largely due to the enthusiasm of the hon. secretary, T. Brown, and Belfast shipmates congratulate him on his fine organisation.

TAPE MEASURE 'OUT OF ORDER'

THE Trafalgar Day dance is now past history of the Newcastle and Gateshead branch of the Royal Naval Association—but what history!

There were nearly 200 present and the general comment was—"What a good show."

The big event of the evening was the "Miss Neptune" contest. A panel of judges including the chief guests (Captain and Miss Renwick), Miss Davies (a former Miss Neptune), the chairman's wife (Mrs. R. Finch), the secretary's wife (Mrs. A. Thirlwell), a teenager, and a serving Petty Officer all chose Mrs. Sheila Macfadyen as the winner.

Captain Renwick presented the Sash of Honour and the prize and then claimed a kiss and a dance.

Shipmates Bugg and Coe very ably conducted the contest and although Shipmate Lackford was seen wandering around with a tape measure, he was not allowed to measure the vital statistics.

First Naval Club in South Wales

TONYPANDY, Glamorgan, where once the King's uniform was a target for abuse and defiance of authority, was the scene of the official opening of The Rhondda Branch R.N.A. Club and Institute on October 22.

Rear-Admiral St. G. A. Micklethwait performed the opening ceremony, after inspecting a guard of honour from H.M.S. Cambrai under the command of Lieut.-Cdr. P. Hurley, R.N.R.

On completion of the opening formalities, Rear-Admiral Micklethwait made a brief, witty speech and he was followed by Commander Elwyn Williams, branch president. The Deputy Mayor of Rhondda, Councillor L. Davies, and Mr. I. Thomas, M.P. for Rhondda West also spoke of "the valleys" association with the sea. Mr. Bryn Davies, J.P., local Stipendiary, congratulated the branch on their progress and stated that "The Rhondda has set a very high standard of behaviour in its clubs—Admiral Micklethwait has opened this club today. Don't let me, as chairman of the bench, have to close it at a future date."

The branch padre also spoke of how he would like to see a much closer liaison between the Church and the R.N.A.

On completion of the speeches, the guests—who included Captain A. P. Atwill, C.B.E., R.N., Lieut.-Cdr. Owen, R.N.R., Lieut.-Cdr. Hurley, R.N.R., the Deputy Mayoress of Rhondda, Mrs. L. Jones, the Deputy Town Clerk, Mr. N. Thomas, in addition to all those previously mentioned, Mr. E. Woods, President, Treorchy R.A.F.A., and representatives from Pontllanfraith and Aberdare Branches of the Association—were entertained to high tea in the Pandi Hotel.

October 22, 1960—a proud day for Rhondda and Tonypandy—a countryside so steeped in Welsh history and so proud of its rising sons who have brought a perpetual memory of The Royal Navy to the community.

BEER'S LONG JOURNEY

TEN members and their wives of the Beer branch of the Royal Naval Association had a long journey on October 29 but from all accounts the trip was very well worth while.

The west country branch was guest of the West Ham branch and the visitors were very appreciative of the fine arrangements that were made, from the time the West Ham secretary met the Beer contingent at Victoria Coach station right through to the end of the evening.

All the Beer members wish to express their thanks not only to the West Ham members but also to the West Ham ladies who made such excellent catering arrangements.

The fun of the evening will be long remembered and apparently the "Sand Dance" and the "Ballet" went down well, too.

Beer will be holding its Christmas dinner and "sing-song" on December 16.

SECOND SEA LORD AT WHALE ISLAND

Very busy month for Excellent

ALL months are busy ones at Whale Island but November this year was a busier one than usual.

The month started with a visit on the 2nd from the Second Sea Lord, Vice-Admiral Sir St. John Tyrwhitt, who was paying a visit to the Portsmouth Command. He not only visited all Senior and Junior rates accommodation but also looked over the equipment fitted in the Guided Weapons Section.

November 5 again saw the traditional Guy Fawkes celebrations on the Island but owing to the restrictions on the use of naval fireworks for this sort of demonstration the display was provided by the Gunnery Instructors' Association and the Welfare Committee, and consisted of a very fine display of Mr. Brooks' specialities, ending up with the usual bonfire.

'NOVEMBER HANDICAP'

The annual Remembrance Day ceremonies colloquially known as the November Handicap, were arranged as usual. This year the Lord Mayor's Show falling on the Saturday before Remembrance Sunday, the London contingent, consisting of ratings under training at Whale Island, had to provide for all three ceremonies, the British Legion Festival of Remembrance at the Albert Hall, the Lord Mayor's Show marching contingent and also, of course, the naval representative at the Cenotaph on Sunday. The theme of the Lord Mayor's Show this year being the Royal Navy, floats depicting all aspects of Naval Life were provided by local establishments, the Ordnance Staff constructing a very impressive guided missile destroyer and guided weapon float.

On Friday, November 11, the ship's company gave a small dance in the canteen which proved very popular. The big annual Christmas dance takes place at the Savoy Ballroom on Thursday, December 1.



The Second Sea Lord, Vice-Admiral Sir St. John Tyrwhitt, talking to Captain Dalglish and the officers from the Guided Weapon Section at Whale Island during his tour of the island on November 2

The U.S. Rugby Club took over the Wardroom Mess for its annual dinner after the London Scottish match and had a most successful evening on Saturday, November 12.

The Cadet Corps continued its round of activities but the accent this month has been on rehearsals for the Christmas concert party which is being held on December 14.

BOXING SUCCESSES

A keen interest in boxing enabled the Island to enter a team of 12 for the open competition held on November 16 and 17. Of that 12, five fought through to the finals, with A.B. Gresham, S.A. (S) Miller and A.B. Jones winning the Light heavy-weight, Middle-weight and Welter-weight respectively. A.B. McCann, who was considered to be a strong favourite to win the Bantam-weight title was unable to compete in the finals due to a wrist injury and had to be content with a runners-up prize. A.B. Dunton also did well to become the Feather-weight runner up.

The annual football match against John Player and Son for the John Player trophy was played at Whale Island on Saturday, November 19,

when the home team won 3-2 after a strongly contested match.

CROSS-COUNTRY

The Command cross-country race held at M.M.S Dryad on November 8 resulted in Excellent achieving 6th place in a field of 12 teams. O.A. Brown, who had left Excellent for H.M.S. Vernon only a fortnight before, ran a very fine race to win the championship, and although running for Excellent's old rival he is congratulated on his success. A.B. McKee ran well for Excellent to achieve 8th place.

Rain, of course, severely curbed outdoor sports during the last month, but the introduction of a seven-a-side rugby tournament into part of ship activities is expected to allow frustrated sportsmen to let off steam.

No November would of course be complete without the Captain stirring the Christmas pudding. This traditional ceremony was performed on November 1 by the Captain's wife, helped by many willing hands, including the Commander, the Commander (S) and the officer-in-charge of the Wrens, 2/Officer J. Yates.

Advancement Prospects

Brighter WRITERS' DINNER

"A DELIGHTFUL evening—a most delightful evening," sums up the annual dinner of the Royal Naval Writers' Benevolent Association on November 25 at which 146 writers and ex-writers were present—a record number apart from the Diamond Jubilee year. The Association was founded in 1887 and is one of the oldest lower-deck associations.

The chief guest was Rear-Admiral G. B. Teale, Chief Staff Officer (Administration) on the staff of the Commander-in-Chief, Portsmouth.

The whole evening was a splendid one and tales from 1900 to 1960 were told, the changes in the service and in a writer's work, the undiluted joy of meeting old friends one hadn't seen for a 12-month or more—I met an old friend I hadn't seen for 16 years—a first-class meal amid happy, smiling faces, all combined to make the occasion a really memorable one.

Mr. Ivor Baker, chairman of the Portsmouth Branch of the Association, reviewed the work of the past year. The number now in the Association was 1,300, of which 600 belonged, or had belonged, to the Portsmouth Port Division. This was a drop on last year's figures accounted for by the fact that some "dead wood" had been removed. There had been 12 deaths this year. The finances were sound, but as expenses had gone up and up over the 73 years the Association had been in existence, it had been found necessary, at long last, to increase the sixpence a month subscription to one shilling per month. The subscription had been sixpence since 1887.

In replying to the toast of "The Guests," Admiral Teale spoke of the changes he had seen in the Service since, as very self-conscious youngster he had joined H.M.S. Erebus. He saw the good work of the writer branch in his first ship, H.M.S. Repulse, and it was his considered opinion that the branch remained an essential part of the backbone of the Royal Navy.

Admiral Teale said that the Admiralty were not getting quite enough recruits for the branch and in this connection he suggested those present would make good recruiters. He said that the advancement prospects of the branch were somewhat brighter and next year he anticipated that advancements in vacancies would start again in all rates and there would be an end of the "trickle" advancement.

Mr. Arthur Tibble responded in a most amusing manner to the toast of "The Old and Trusted Members." He joined the Service in 1905 and saw the launching in H.M. Dockyard, Portsmouth, of H.M.S. Dreadnought, eventually becoming the youngest member of that ship. Mr. Tibble remarked upon the number of young men present at the dinner, pointing out that this was a good omen for the future of the association.

Mr. Shingler, Mr. Wedge, Mr. Shepherd and Mr. Summers also spoke, but speeches were kept short (Mr. Shepherd's was 1 min. 43 sec.!) so that the main business of the evening, the meeting and yarning with old friends, was not interfered with.

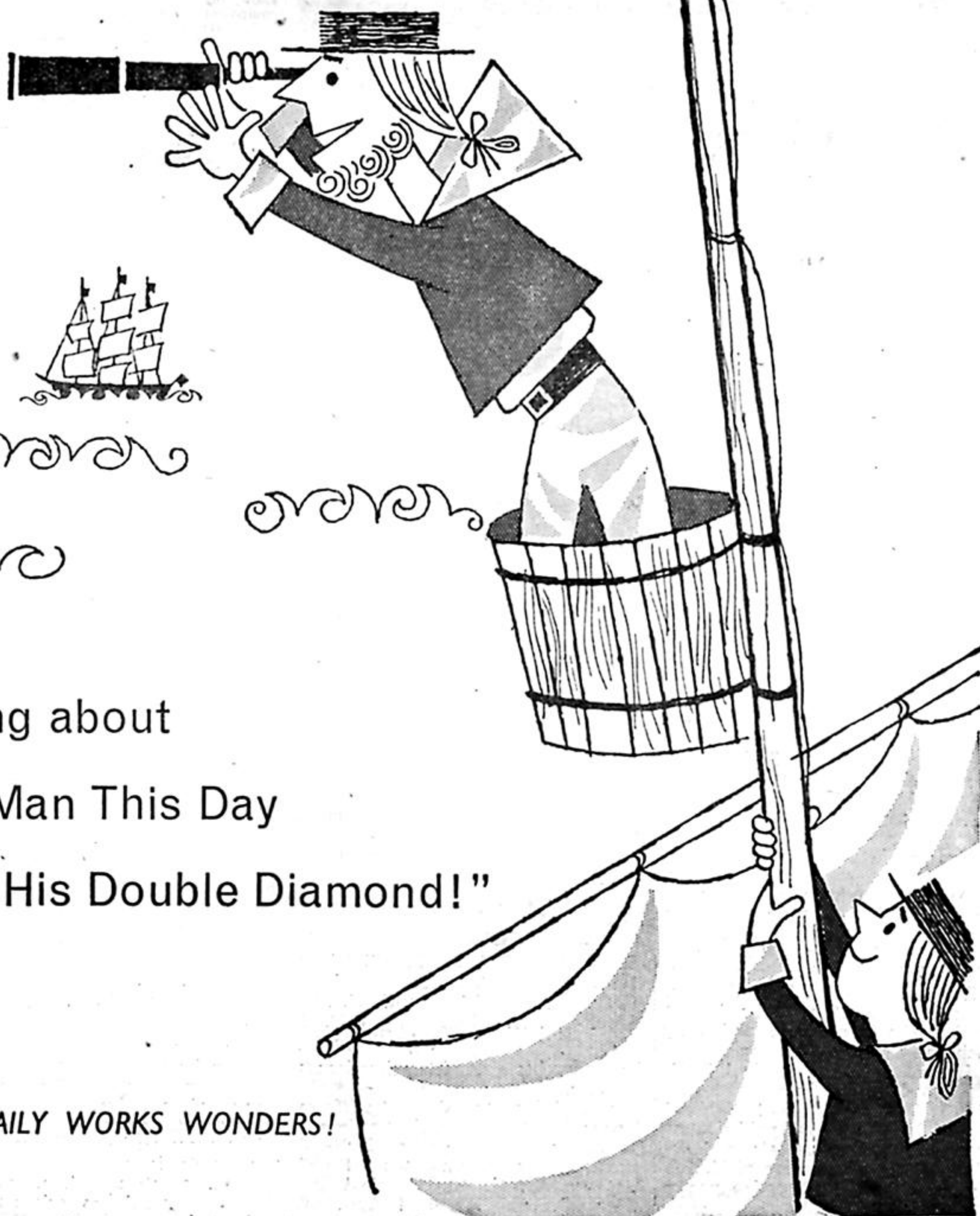
The Portsmouth officials and the Dinner Committee are to be congratulated for a really first-class show.

SEVENOAKS WANT OWN PREMISES

THERE appears to be a slight touch of envy in the report from the Sevenoaks branch of the Royal Navy Association this month.

Although the "scribe" reports that the members are very happy and comfortable in their present headquarters they are looking forward to the day when they can have their own club. This little touch of envy arose after visits to branches which have their own club and headquarters.

The Sevenoaks branch recently visited Cheam and Worcester Park and the cricket section of the Chatham branches and wish to thank their hosts for a couple of splendid evenings.



"...something about

Every Man This Day

Enjoying His Double Diamond!"

DOUBLE DIAMOND DAILY WORKS WONDERS!

Sporting decision saved awkward situation

CONDITIONS AWFUL CYCLISTS FIND

THE Portsmouth Command Royal Navy Cycling Association held its seven-mile cyclo-cross race at H.M.S. Dryad, Southwick, on November 20.

The competing teams were the Royal Navy Cycling Association, Portsmouth North End Cycling Club, H.M.S. Collingwood Cycling Club, the Fareham Wheelers and the Antelope Cycling Club. The R.N.C.A. took first place, Portsmouth North End C.C. being runners-up.

The conditions were terrible—every inch of the seven miles being a supreme challenge. Fifty per cent. of the course was water-logged but the 23 starters took the muddy bridge paths through the woods, five-bar gates, plank bridges, water-filled ditches, stiles, wicket gates and deeply rutted cart tracks, if not on their wheels in their stride.

First away were the R.N.C.A. riders Warner and Grimes, who chose to run with their machines for the first 100 yards until firmer ground was reached.

At the end of the first lap Blandford, of the Portsmouth North C.C., had established a 20 yards lead over Warner with Back (Collingwood C.C.) fighting gamely in their rear.

The Navy riders were very much at home with so much water on the course—proving their versatility on land and sea—by having three men in the first five to cross the finishing line.

At the end it looked as if there was to be a very close finish. Mud-plas-

tered Blandford came on to the finishing circuit about 15 yards ahead of Warner, but due to a marshalling error on the last leg, Blandford veered off course. Before he could regain the yards lost, Warner had pressed home his advantage, gaining a slight lead which he sustained well to sprint across the line in front of Blandford.

Almost before the officials could reach the mud-splashed pair, they had come to a quick compromise on the marshalling error by asking that the awards for first and second prizes be shared equally and the result declared a dead-heat. A sporting decision which met with the unanimous approval of the good crowd of spectators and which must have relieved the embarrassment of the event secretary.

The special award for the first junior to finish went to Keith Davidge of the Antelope Cycling Club.

WEAR ENTERTAINS THE POLICE

DURING the last month the Wear (Sunderland) Branch of the R.N.A. entertained the local Police club to a darts and dominoes tournament with the results slightly in favour of the Wear Branch.

A similar effort took place at an earlier date, the guests on this occasion being one of the local messes of the Fellowship of the Services.

In both instances, refreshments—both liquid and otherwise—were enjoyed by all concerned.

CLASSIFIED ADVERTISEMENTS...

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Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on a temporary basis with prospects of transfer to permanent and pensionable service. Commencing pay of entrants 25 years and over is £19 5s., with six annual increments to £12 5s. 6d. Below 25 years, pay is age-pointed commencing with £9 10s. at 22 years and below. Uniform and Boots are issued free. There are good prospects of promotion. Candidates must be between 21 and 48 years of age, at least 5ft. 7in. in height (in bare feet), of British nationality and of exemplary character. They will be required to pass a medical and educational examination prior to appointment. Educational examinations are held quarterly at the four home Dockyards and the R.N.M.Y., Londonderry. The next is due in mid-January, 1961.

Further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James' Park, London, S.W.1. Serving personnel wishing to make application, should do so through their Commanding Officer, in accordance with A.F.O. 2060/60.

APPLICATIONS are invited from non-commissioned officers to manage off licences in the southern half of the country. Applicants should be married and preferably under 41, and in possession of a current driving licence. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties and when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension. Living accommodation with free electricity, gas, coal and coke will be provided. Applications should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

BATHS SUPERINTENDENT. £1,200-£1,370 p.a., plus London weighting, plus residence, etc., valued for superannuation purposes at £110 p.a. Applicants should have experience of oil-fired boilers and associated machinery, and be competent mechanical engineers with experience in electrical matters. Baths experience an advantage. Application form, returnable by December 12, and further particulars from Town Clerk, Town Hall, Hammersmith, W.6.

EX-ER.A. required to assist in the care and maintenance of various plant, including refrigerators, calorifiers, boilers, etc., able to carry out repair work and help in periodical examinations. Apply Personnel Officer, British Insulated Cables Ltd., 38 Wood Lane, London, W.12.



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The Devonport Supply and Secretariat team

S. & S. INTERPORT SOCCER CUP SHARED BY DEVONPORT AND PORTSMOUTH

ON Saturday, November 19, the annual football match between Portsmouth and Devonport Supply and Secretariat teams was played at the Portsmouth U.S. Men's Ground.

Devonport fielded a strong side but Portsmouth showed from the opening whistle that they were masters of the game. Time and again they strongly attacked the Devonport goal but could not in every case get the ball into the net. Devonport were fast and dangerous but the Portsmouth defence held them and they found it difficult to get through except on one occasion when during a scramble in front of the goal they scored.

At half-time Portsmouth were 3 goals to 1 in the lead, brilliant goals being scored by Prescott and Edwards, and they seemed set to win by this margin if not more. In the second half, however, bad luck hit them. Right half Writer Mitchell pulled a muscle in his leg and went off. He gamely returned to the field but could scarcely walk and was put on the wing position for the rest of the game. The gap thus left in Portsmouth's defence was an advantage they could not afford to concede and Devonport seized it, going through time and again. They soon equalised with splendid goals being scored by Ldg. Cook Taylor and excitement mounted.

In the last few minutes Portsmouth were awarded a penalty but the ball hit the cross-bar and was cleared. And so the score remained 3-3 and the Football Cup is now shared by Portsmouth and Devonport. It is odd that the score 3-3 is the same as at the last game.

The Cup was presented to both captains by Commodore the Viscount Kelburn, watched by a large crowd of Portsmouth and Devonport supporters who all agreed that it had been a clean, hard-fought and most enjoyable game.

The annual hockey match scheduled for the same time was cancelled due to the unfitness of the pitch and everyone most disappointed. However, both cups will be played for again in March, 1961.

After the football match players, officials and spectators adjourned to the N.A.A.F.I. Club where drinks and a buffet were laid on, a splendid social occasion following a very sporting contest—many a previous game being discussed and played and replayed.

The return matches at Devonport in March, 1961, are eagerly awaited.



The Portsmouth Supply and Secretariat team

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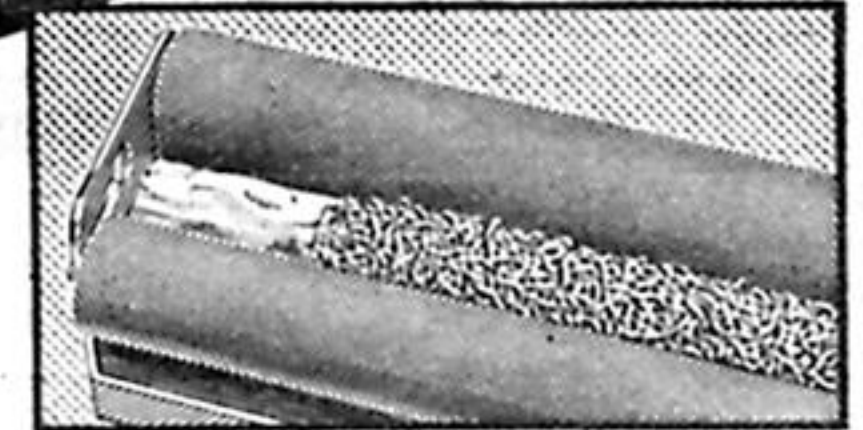
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VIRGINIA TOBACCO AT ITS BEST



Physical Training Staff of the Nore Command

Thirtieth (and last) Physical Training officer of Nore Command

ALTHOUGH the Command will no longer take part in Inter-Command Asport after March 31, 1961, the Nore intend steaming at full speed ahead until that date.

Each Physical Trainer that you see in the above picture is known as "Mr. Football" or "Mr. Hockey" according to his particular sport and is directly responsible to the Staff Physical Training Officer for all aspects of that sport. Particular emphasis is laid on ship visiting.

These men are capable of office administration, making out signals, and drafting letters as part of their normal routine.

The officers in the picture, Lieut.-Cdr. J. A. R. Swainson, R.N., and Lieut. S. Nicolls, R.N., are both games players and interested in most aspects of sport. They have each run the United Services cricket and rugby organisations respectively, in Chatham. Lieut.-Cdr. Swainson has now turned over the cricket to the local Army, who have assumed full responsibilities for running the United Services Club for the 1961 season. He

leaves the Command at the end of the year, on promotion, and is going as a student to the R.A.F. Staff College at Bracknell.

THIRTIETH P.T. OFFICER

Lieut. S. Nicolls will take over the duties of Staff Physical Training Officer, the Nore, until its closure and will become the thirtieth Physical Training Officer at the Royal Naval Barracks, Chatham.

Last big stir at Chatham



Commodore L. W. L. Argles, D.S.C., assisted by Mrs. Flatt, wife of the Cookery Officer, Supply Lieut. G. E. Flatt, R.N., stirs the last Christmas pudding to be made at the Royal Naval Barracks, Chatham. Chatham will have ceased to be a depot and H.M.S. Pembroke will have assumed its new role before Christmas, 1961. (Photo: Pembroke Studios, R.N. Barracks, Chatham)

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H.M.S. Crossbow, January 17, a Chatham for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth (C) (See note.)

H.M.S. Jaguar, January 23, at Ports mouth for General Service Commission, Home/South America and South Atlantic (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Belfast, January 30, at Singa pore for Foreign Service, Far East

H.M.S. Diamond, February 7, a Chatham for General Service Commission, Med./Home (23 months). U.K. Base Port, Portsmouth (C) (See note.)

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